

GRAIN DEALERS' JOURNAL

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for
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Sawers Grain Co., grain commission.*

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Union Elevator Co., The, grain and hay.*

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Phelps Grain Co., T. D., wholesale grain.*
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Western Grain Co., mlg. wheat a specialty.

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Lichtenberg & Son, oats, corn, hay, straw.*
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Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCord-Black Co., grain merchants.*
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Mutual Grain Co., grain commission.*
Rich Grain Co., grain commission.*
Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

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KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Aylsworth Grain Co., receivers, shippers.*
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. O., kafir, feterita, mlo.*

KANSAS CITY, MO. (Continued).

Croydale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Fowler Grain Co., Lev., receivers & shippers.
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Goffe & Carkner, recvrs. and shprs. of grain.*
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Monsendleek Grain Co., consignments.*
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Moore-Seaver Grain Co., receivers & shippers.*
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Goemann Grain Co., grain buyers.*

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Buxton, E. E., broker and commission merchant.*
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Hasenwinkle Co., H. J., consignments.
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Owen & Brother Co., grain commission.
Rankin, M. G., & Co., grain and feed.
Rialto Elevtr. Co., grain receivers & shippers.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

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Chamber of Commerce Members.

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Benson, Stabeck Co., grain com.*
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Dairymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.
Godfrey-Blanchard Co., grain recvrs.-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Quinn Shephardson Co., grain commission.*
Randall, Gee & Mitchell, grain com.
Scroggins McLean Co., corn and oats.*
Stair, Christensen & Tinnerman, gr. commission.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.*
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Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.
Riemschneider, Wm., gr. consignments.*
Therrien, A. F., broker.

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Grain Exchange Members.

Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.
Oklahoma Export Co., grain commission.*
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Stowers Grain Co., W. B., com. merchants.

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Omaha Elevator Co., receivers, shippers.*
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Updike Grain Co., consignments.*

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Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.

PEORIA (Continued).

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Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Warren Com. Co., consignments.*

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Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Scattergood & Co., S. F., corn-oats.
Stites, A. Judson, grain and millfeed.*
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Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

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PUEBLO, COLO.

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Graham & Martin Grain Co., grain commission.*
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Hunter Grain Co., grain merchants.
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Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
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Young Grain Co., The, grain receivers & shippers.*
Zahn & Co., J. F., grain, seeds.*

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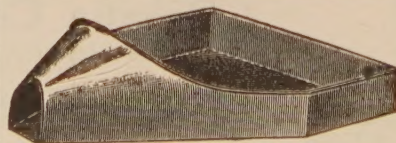
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Simonds-Shields-Lonsdale
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R. W. SAMPSON,
Secy-Treas.

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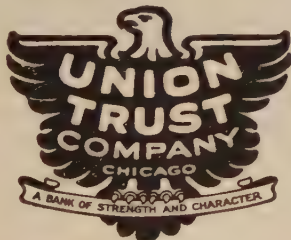
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WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels. Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables from 20,000 to 75,000 lbs. Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black. PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index. Price, delivered, \$2.50.

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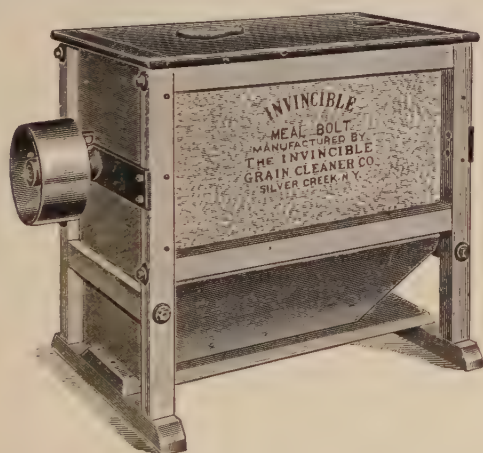
The hay consuming, distributing and recompress-
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This machine can be changed from one stock to another—simply slip out one frame and replace with another and you are ready. No injury to the cloth — can be changed back as quickly.

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CANNOT do without the Grain Dealers Journal.—J. L. Wilkin, Cedar Point, Kan.

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This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy and worthy of your investigation.

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Toncan Metal roofing and cross-corrugated siding for elevators are sold by Jobbers and Tanners everywhere.

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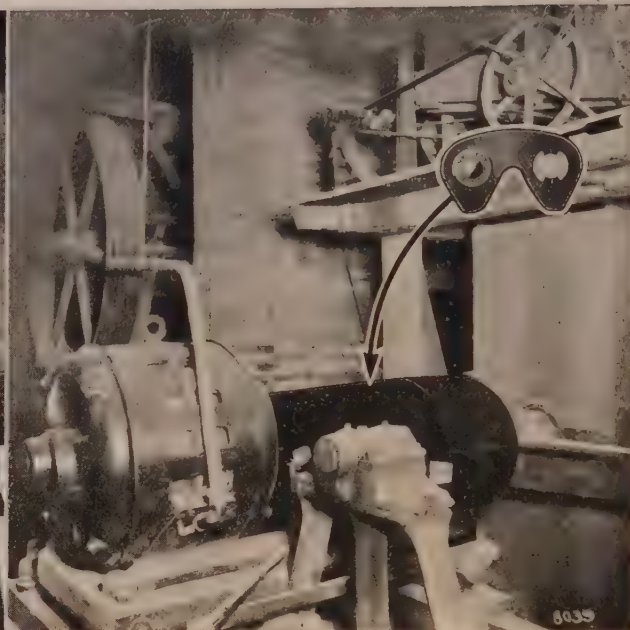


The Ideal Drive for Economizing Space



BEFORE

This shows a belt drive which was replaced by the 50 h.p. Link-Belt Silent Chain Drive at Cleveland Grain Co. elevator shown in other view.



AFTER

Contrast the compact arrangement which the Link-Belt Silent Chain Drive affords, with the long centers required by the belt drive and the increased efficiency obtained.

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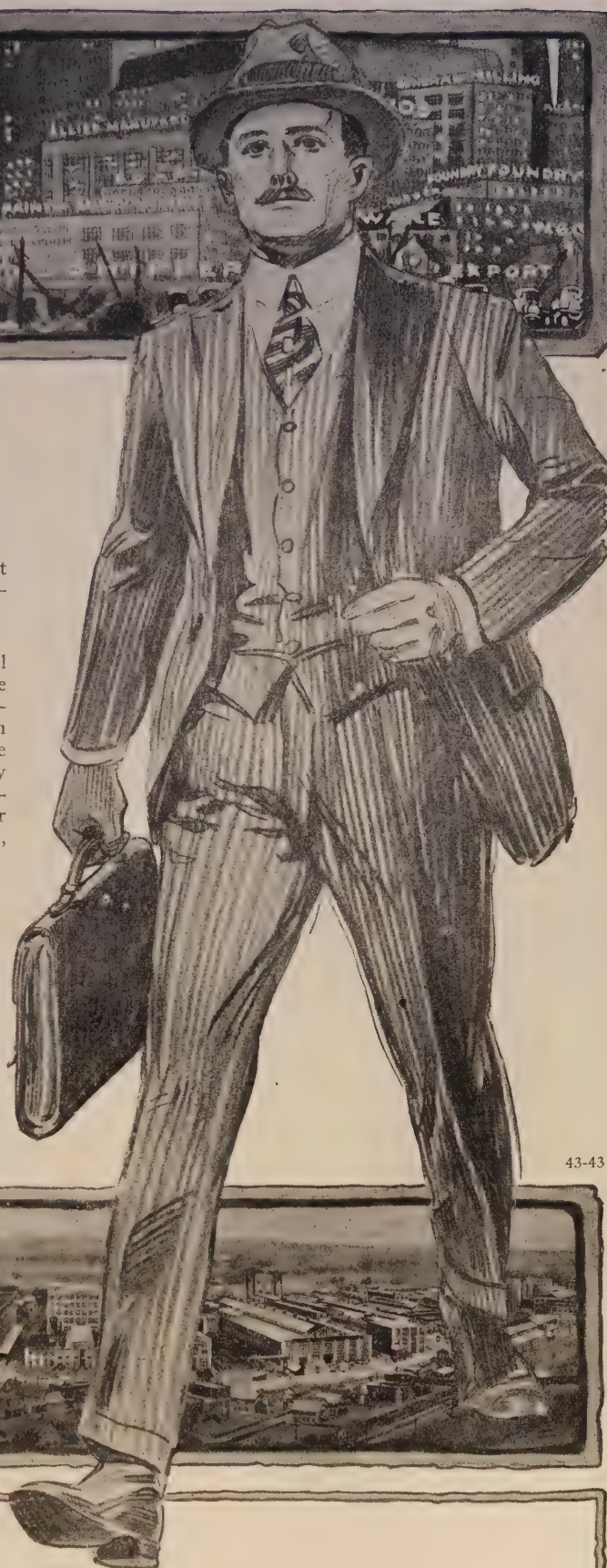
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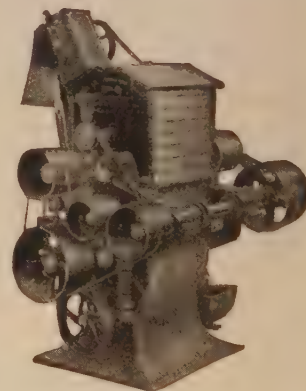


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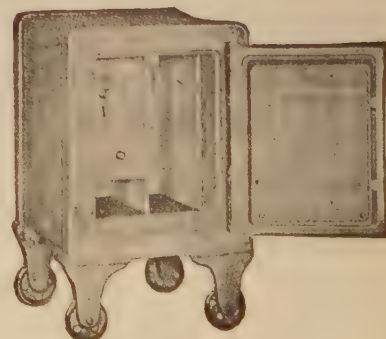
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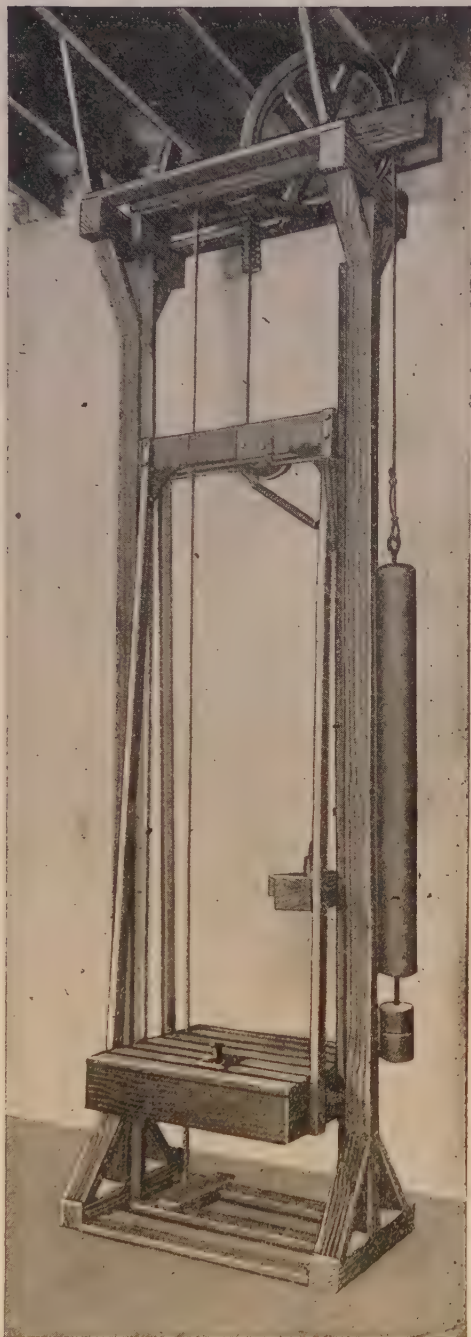
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It's preventable. There is absolutely no reason why good grain should be used for track ballast.

Every grain shipper knows there is a shortage in first class cars for shipping grain; that even bad order cars are in great demand. Knowing this, each and every one of them should prepare for the day when they have a bad order car on their siding. Line your cars with

KENNEDY Car Liners

and be assured that the grain loaded into the car will not decorate the tracks. They offer a cheap and effective way to prevent leakage in transit.

We have various types of liners suitable for all cases of leaky cars: KENNEDY STANDARD LINERS being for cars in general bad order; KENNEDY END LINERS, intended for cars with defective ends and corners; and the KENNEDY GRAIN DOOR LINERS furnish protection at the grain doors, the paper being so reinforced as to be securely effective. After a shipper has become accustomed to their use, the liner can be installed in a very short time, and time saved in patching an old car is alone worth the price of the liner.

There is only one KENNEDY system of Car Liners.

You Grain Shippers, get busy. We've set our minds to win this war as quickly as possible. Food is needed as bad as bullets. Save the grain that makes the food. Line your cars so the grain does not leak out. Get in touch with us immediately.



KENNEDY CAR LINER & BAG CO.
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Edwards Galvanized Iron Rolling Doors Saved Thousands of Dollars at B. & O. Fire

"With reference to the above Fire, which occurred the night of May 10th, 1917, Edwards Galvanized Iron Doors enclose the end of an Automobile Platform so that the better grade of cars, which it is necessary to leave on the platform over night, can be run into the enclosed end of the platform and the doors lowered to protect them.

"On one side of the platform there were box cars loaded with other automobiles, three tracks each. On the other side were Pullman cars which were stored in the yard. These cars were only 18 inches outside of the Rolling Galvanized Iron Doors, and the paint was slightly blistered, but absolutely no damage done to the cars. If the doors had not been there to protect them, the cars would have been absolutely ruined, as it was a very hot fire.

"The doors remained intact and in position, with the exception that the shaft sagged down about twelve inches in the center from excessive heat, and the malleable iron gears were melted and warping in some cases.

"The railroad officials state that they are positive if it had not been for the Edwards Galvanized Iron Doors very much greater damage would have resulted."

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Type "P" Wagon and Auto Truck S C A L E S

Suspended Platform

Permanent Accuracy

The suspended platform construction maintains fine accuracy and sensitiveness — throughout years of service — unimpaired by the pounding and jarring of the many heavy loads that you will weigh over it.

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there's no argument."*

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to modernize your plant so it will net you larger profits? Is it here?

Account Books	Grain Triers
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Grain Dealers Journal, 305 So. La Salle St., Chicago



NEW RICHARDSON Self Compensating Type Registering Automatic Grain SCALE

According to testimony of
Public Authorities before the Inter-
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20 to 50% of All Grain Cars LEAK

This FACT (not to mention wrecks and other sources of loss) makes the ACCURATE WEIGHING of Grain to Cars vital to YOUR PROSPERITY.

The *NEW* RICHARDSON, SELF COMPENSATING AUTOMATIC, is the MOST RELIABLE Scale for this work, because its ACCURACY IS MECHANICAL, and *NOT* DEPENDENT UPON THE OPERATOR'S INTEREST OR CARE.

It is the only automatic on which NO HAND ADJUSTMENTS ARE NEEDED, hence the ONLY *REAL* AUTOMATIC.

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ALL THAT IS LEFT TO THE OPERATOR is to see that the scale is in Balance and Clean it Occasionally.

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FACTORY: PASSAIC, N. J.



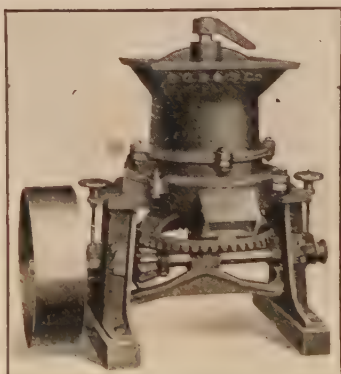
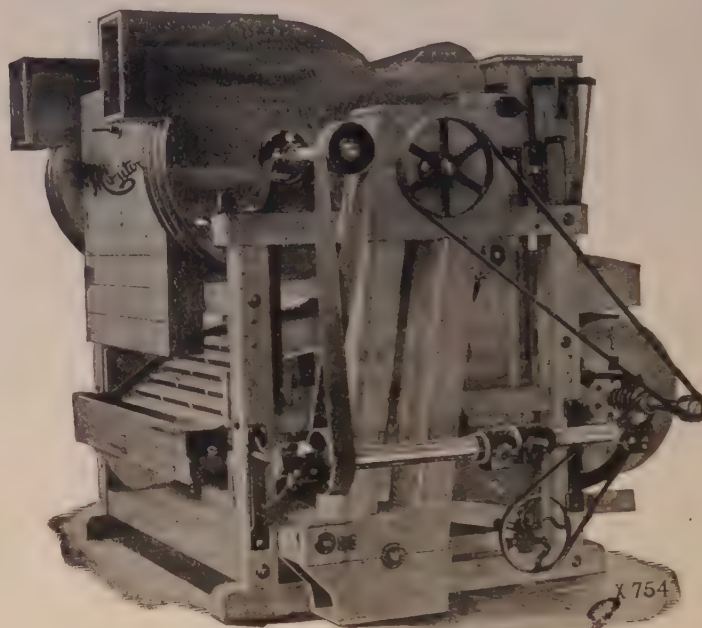
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Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

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Built in two sizes: Number one for capacities up to 30 bushels per hour; number two for capacities up to 60 bushels per hour.

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Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

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Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

STRENGTH

STRENGTH

As applied to chain for high speed power transmission, Strength means resistance to wear—to breakage—to elongation.

These chain drive essentials are largely dependent upon—

Simplicity of construction—

Maximum metal resistance at points of stress—

Precise machining of bearing surfaces—

Construction that reduces elongation to the minimum—

Toughness of metal acquired by a distinctive heat treating process.

American High Speed Chain

represents the highest standards in each of these particulars.

Consider its three part construction.

Note the large diameter of the pin and the small size of the hole in each link.

Observe the simplicity of the joint design, which permits precise machining of the wearing surfaces.

Each of these unique advantages is obvious.

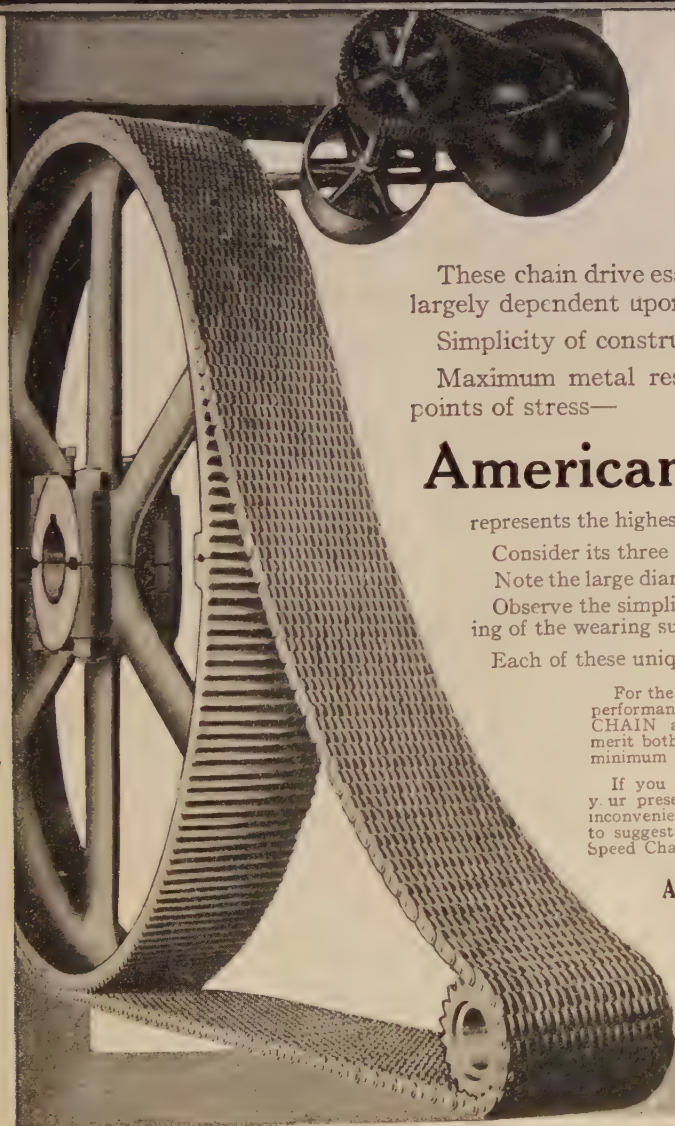
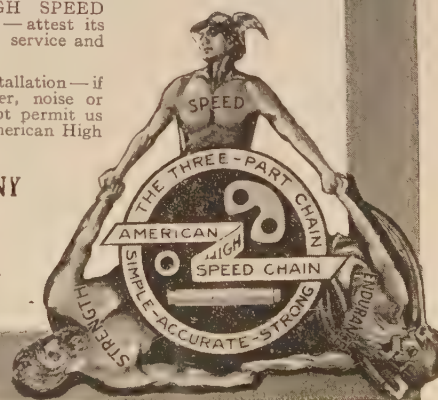
For the remaining points of quality—the excellent performance of AMERICAN HIGH SPEED CHAIN and the records it has made—attest its merit both from the standpoint of long service and minimum elongation.

If you are contemplating a new installation—if your present drive shows loss of power, noise or inconvenient arrangement—will you not permit us to suggest what may be done with American High Speed Chain?

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Prevent
CLAIM LOSSES
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**TYDEN
CAR SEALS**

Bearing shipper's name
and consecutive num-
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6000 SHIPPERS
Are now using them.

Write for samples
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**EVENTUALLY!
WHY NOT NOW!**



The Only Dump con-
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that allows the wagon
to settle down easily,
without that awful jerk
and jar, which is so
hard on a farmer's
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WHY? Because they
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Fully guaranteed.

Write today for partic-
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PROCRASTINATION
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LOOK AT

your metal work—and repaint
at once if needed with

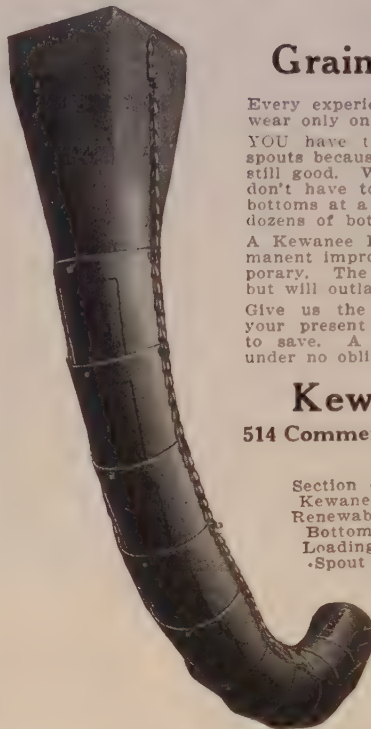


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less per year of service. Never
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"Lower price per year of ser-
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Paint. It has a world-wide rep-
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Made in First Quality Only.
Send for Booklet No. 15-B.

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JOSEPH DIXON CRUCIBLE COMPANY
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TRADE MARK TRADE MARK

A KEWANEE
Renewable Bottom Loading Spout
Saves
Grain, Money, Time, Labor



Every experienced grain man knows that loading spouts
wear only on the bottom side.

YOU have thrown away hundreds of dollars in grain
spouts because of small holes. 98% of these spouts were
still good. When small holes wear in the Kewanee, you
don't have to throw away the spout. Just slip in new
bottoms at a few cents each. Each section will outwear
dozens of bottoms.

A Kewanee Renewable Bottom Loading Spout is a per-
manent improvement—the old style spout is always tem-
porary. The Kewanee costs about the same as others,
but will outlast a dozen of them.

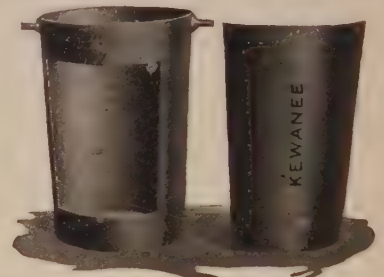
Give us the size of your down spout and length of
your present loading spout, and let us show you how
to save. A rough sketch will help us. You will be
under no obligations.

Kewanee Implement Co.

514 Commercial Street

Kewanee, Illinois

Section of
Kewanee
Renewable
Bottom
Loading
Spout



Pat. Pending

ALBERT MILLER & COMPANY

Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie
Clover Packing
Alfalfa Straw

192 N. Clark St.
CHICAGO, ILL.

**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

We will send the NEW BADGER Car
Mover to your address and you can try it
out for thirty days. If it is satisfactory we
are to receive \$5.00 for Car Mover, f. o. b.
Appleton, but if not satisfactory it can be re-
turned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country
and what is more they are giving good satisfaction. With it
you can do away with spotting charges now being made by the
railroads. You will be shipping considerable grain soon and the
cars will be dropped far down on your siding. Drop us a post card
today and we'll send the New Badger to you immediately

Advance Car Mover Co. Appleton
Wisconsin

The New Harvest

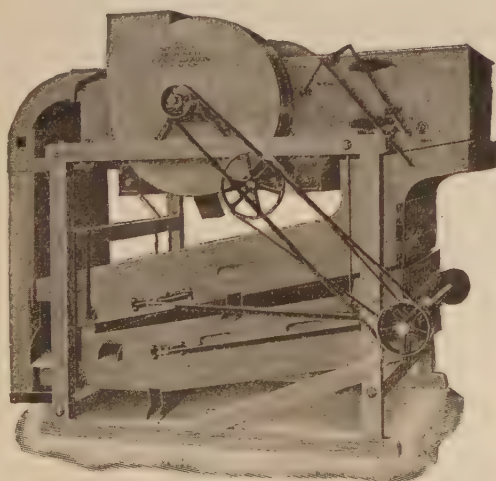
It will not be many days until the grain from the 1918 harvest will be brought to the elevators of the country. In some sections it will start in a few days. In this time of greater efficiency in the handling of the grain, it behooves the elevator owners of the country to look to their equipment to see that every part of it will deliver the highest class of service. If you contemplate the installation of new machinery investigate the

Western Line

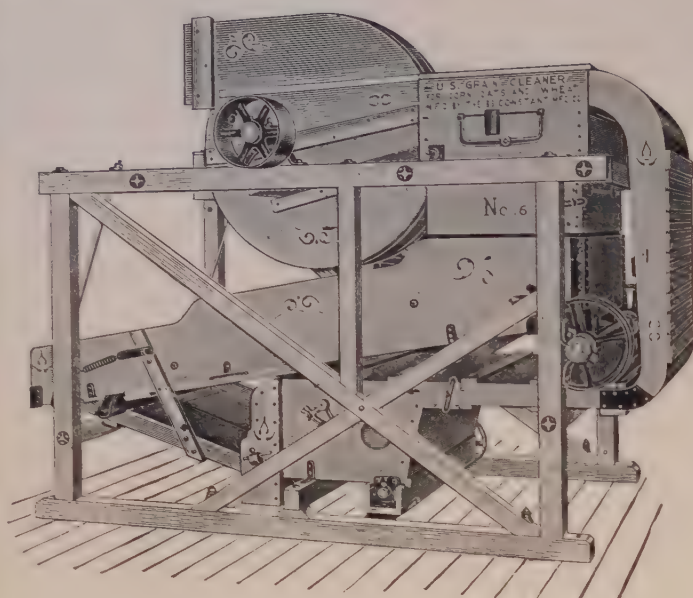
the standard line of elevator equipment; the equipment recognized by grain elevator owners everywhere as the one that can be relied upon at all times. The better the machinery the better you can handle the forthcoming crop. Western Machinery is of the better kind—the best. No matter what you may need to bring your elevator up to the highest point of efficiency it can be found in the Western Line. Drop us a line—or two—and tell us what you need.

UNION IRON WORKS

Decatur, Ill.



"Western" Combined Corn and Grain Cleaner



Our
Catalog
On
Request

Easily The Leader in Satisfactory Grain Cleaning

The "U. S. Grain Cleaner" has for so long been giving satisfactory service in hundreds of grain elevators throughout the country that it is no wonder that it is considered the leader. It has built up an enviable reputation. This is the kind of a cleaner you should install in your elevator. You had better give the subject some thought at this time, as the new crop is not many months away. Look your machinery over and see what you need—we can supply it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

The Standard Directory of Cottonseed Oil Mills

We now have ready for delivery the latest edition of the STANDARD DIRECTORY OF COTTONSEED OIL MILLS, this being the tenth annual issue.

This book gives the name and location of each oil mill, names of president, manager and superintendent, kind of goods made, shipping point and telegraph office, telegraph codes used, number of presses, gin stands and linters; also shows which mills refine and which mills have fertilizer plants or ice plants, or both.

In addition to the above, this edition also contains the following directories of ALLIED INDUSTRIES:

Fertilizer Manufacturers.
Leading Packing Houses Using Cottonseed Products.
Brokers and Dealers in Cottonseed Products.
Mattress Manufacturers Using Linters.
Batt Manufacturers.
Manufacturers of Oleomargarine.
Miscellaneous Firms Using Cottonseed Products.
Linseed Oil Manufacturers.
Cottonseed Oil Refineries.
Soap Manufacturers.
Bag and Bagging Manufacturers.

This is the most complete edition of this valuable book we have ever issued. The price is \$3.00 per copy. If you wish a copy, order now as the edition is largely sold already. Send check with order and book will be mailed at once. Address

COTTON OIL MAGAZINE CO.
Box 1598, ATLANTA, GA.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{1}{4}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.00.

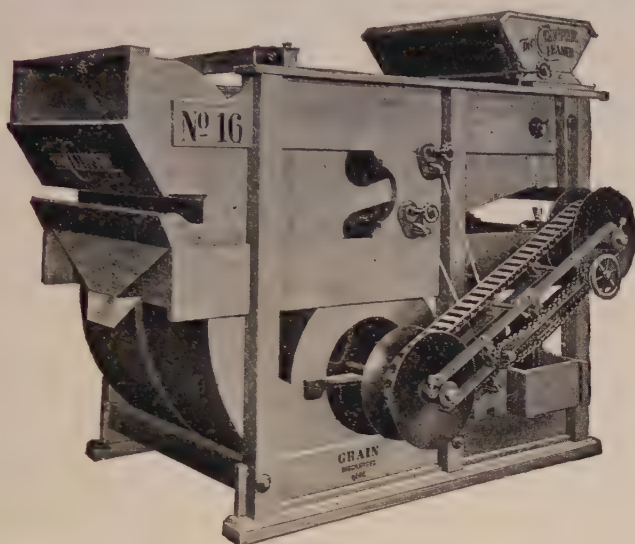
GRAIN DEALERS JOURNAL
305 So. La Salle St. Chicago, Ill.

The CLIPPER SIXTEEN

is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

This is a Cleaner of medium capacity. It will make any separation that can be made on our largest and most expensive machines.

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.



A. T. FERRELL & CO.
SAGINAW, W. S. MICHIGAN

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

Grain Dealers Journal

315 South La Salle St.

CHICAGO, ILL.



Dockage

has caused considerable ill feeling between the elevator man and his farmer patrons. It is to the grain dealer's advantage to install a machine that will prove to the farmer that the dockage is on the square. They prefer to sell their grain to an elevator where guess work has been eliminated; where dockage is determined on

The Emerson Oats from Wheat Tester

It is installed in over 7,000 elevators, flour mills, grain inspection departments, boards of trade, and the U. S. Grain Standardization department. We guarantee not a kernel of oats left in the sample and not a kernel of wheat lost with the oats. Write for illustrated literature descriptive of this tester.

W. H. EMERSON & SONS

Campbell St. and M. C. R. R.

DETROIT, MICH.

Worth 200% of the Price We Ask

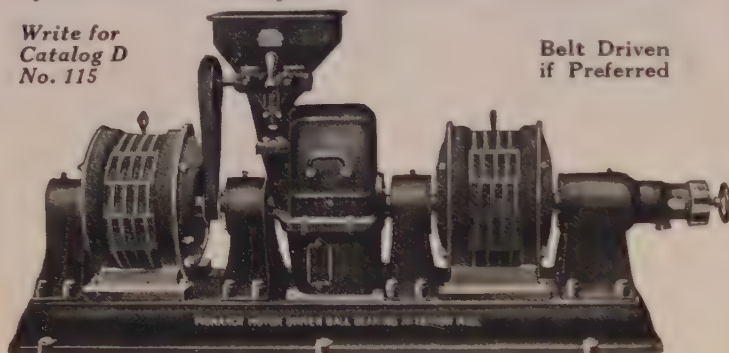
After you have had the benefits and profits of a few months' operation, like scores of other grain dealers, you would not accept twice what you paid for your

MONARCH BALL-BEARING ATTRITION MILL

if you could not buy another of the same make.

Write for
Catalog D
No. 115

Belt Driven
if Preferred



Why the Monarch?

This mill has a reputation at stake. It was designed and is manufactured by mill engineers of recognized ability to do exactly what they claim it will do. The very best grinding at the very lowest cost.

The Monarch is worth 200% because of the profits it makes and the savings it effects in expenditures for power, supervision and lubrication.

And—You need not take our word for it.

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works, MUNCY, PA.

P. O. Box No. 26

Chicago Office: No. 9 So. Clinton

Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery
A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and *More Business too?*

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

**G-W
Wagon
Loaders**

Solves the
Loading
Problem

Send for
Catalog 16G.



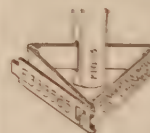
GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington Street
Works: Hudson, N. Y.

For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

STOP THE LEAK



by using the Edgar Seal.
It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

Edgar Steel Seal & Mfg. Co.
Lawrence, Kansas

Elevator Owners

The country is right now facing a great shortage of labor. A large majority of the grain trade's best men have been called to the colors. Experienced elevator operators are scarce and in great demand.

Are you in need of an experienced man to operate your elevator?

Hundreds of these men look to the "Help Wanted" columns of each number of the Journal for better positions. They will look for your ad in the next issue. Don't disappoint them. Act quickly.

The cost of this advertising is but 20c per type line each insertion.

Want Ad Dept.

Grain Dealers Journal

305 South La Salle Street

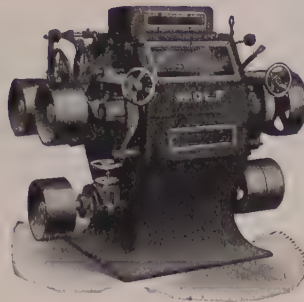
Chicago, Ill.

CORN MILLING-- FLOUR--FEED

All with the Wolf line of Modern Machines—Profitable, highly successful, because

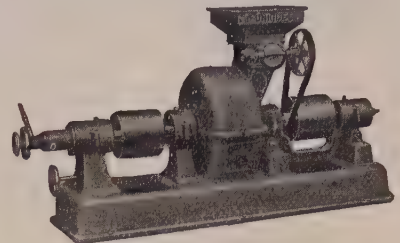
Wolf machines possess a strength and efficiency most remarkable.

THE WOLF COMPANY
CHAMBERSBURG, PA.



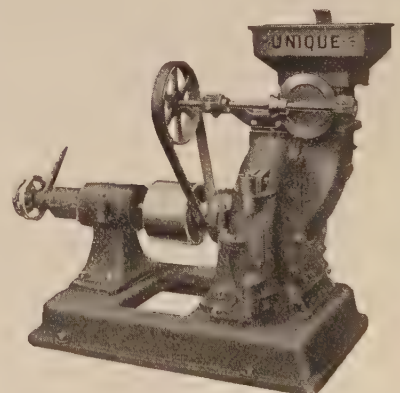
Builders of Complete
Flour, Corn, Cereal
and Feed Mills

DO YOUR SHARE of the Feed Grinding



Farmers need **fine grinding**—and you can do it for them if you will buy a **UNIQUE** Ball-bearing Grinder. You can make a good profit out of it, and you will find that it will bring other business to you because the **UNIQUE** will grind fine enough to suit the farmers.

Why not get **SAMPLES** of Feed ground on a **UNIQUE**? Write **TO-DAY**.



Write Nearest Office

Robinson Mfg. Co.
Muncy, Pa.
P. O. Box 411

Chicago Office: 416 Western Union Bldg., Chicago
459 L. St. N. E. - - - Minneapolis, Minn.
1131 S. 2nd St. - - - Louisville, Ky.
79 Milk St. - - - Boston, Mass.
3325 Archwood Ave. - - - Cleveland, O.
39 Cortland St. - - - New York City

BUY MORE
LIBERTY BONDS

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

For Safety or Economy



The only **SANE, SAFE** thing to do is recover the dust with all-metal fireproof

**Knickerbocker "1905" Cyclone
DUST COLLECTOR**

The Knickerbocker Co., Jackson, Michigan

DO AS MANY OTHERS ARE DOING
Overcoming Their Serious Troubles by Using Our 50 Gallon
METAL FIRE BARRELS

Including Buckets and Calcium Chloride

For Further Particulars and Prices Write Home Office

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CARBONDALE, PENNSYLVANIA



OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

Andrew Carnegie tells why he got rich.

I've had more courage than some. I let the slow coaches use the old machine. Mine I chucked into the scrap heap quick.

An efficient elevator leg with only 50% capacity should be "chucked into the scrap heap quick."



HALL SPECIAL ELEVATOR LEGS

will put you immediately on the road to riches, because they do double the work at same cost, and do it infinitely better.

Hall Signaling Distributors are making records and friends wherever they go. Try them out against the best "spouts" you can buy of any other make.

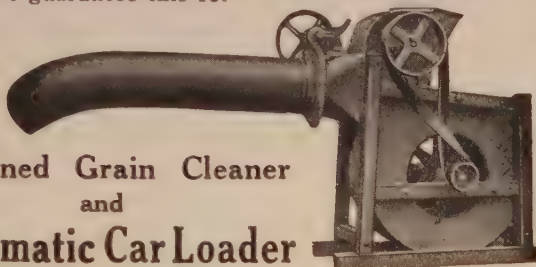
Note carefully their efficiency; convenience; durability; utilization of bin space, thereby increasing the value of the plant; and saving from mixed grain. You will never thereafter use anything else.

Hall Distributor Company, 222 Railway Exchange Omaha, Nebr.

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
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Factory:
Jersey City, N. J.

Office:
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New York



Get ready for
the
NEW CROP

We can now
make immediate
shipment of

**FLINT-BROWN-DUVEL
MOISTURE TESTERS**
Parts and Supplies.

Big Stock—Prompt Service

Government Standard Testing Sieves,
Scales, Etc. **ORDER NOW.**

"You Need a Moisture Tester"

Write for Booklet.

**De Roo Grain Laboratories
FLINT, MICH.**

BOX CARS

10-60,000 capacity. Rebuilt
for Grain handling
Immediate shipment

ZELNICKER IN ST. LOUIS

GET BULLETIN 230

BOWSHER

Saves 15% to 20% of Feed

Keep Stock Healthier. **Crush** ear corn
(with or without shucks) and **Grind** all
kinds of small grain. 10 sizes 2 to 25
H. P. Conical shaped grinders—dif-
ferent from all others.

**Lightest Running
Feed Mills**

Handy to operate. Ask why; and
state size of your engine.

FREE A folder on Values of
Feeds and Manures.

N. P. BOWSHER CO.
South Bend, Ind. 1E

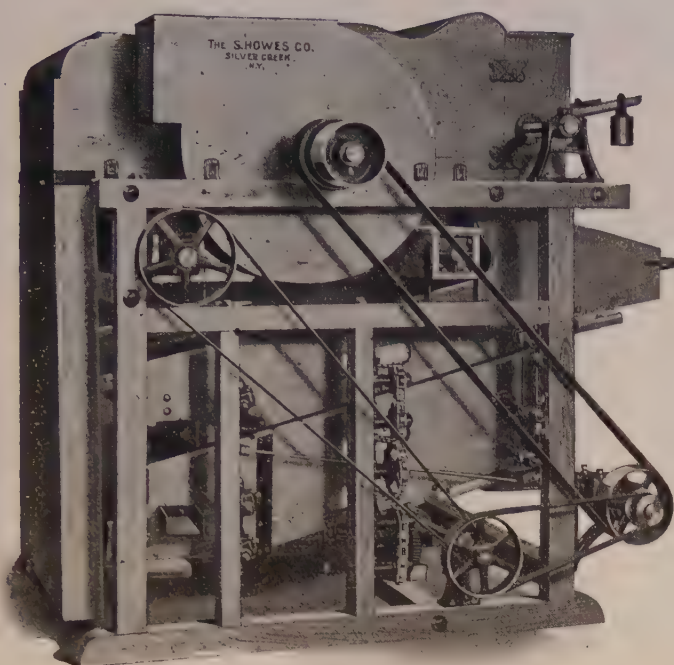


**PAYS for
ITSELF**



Loads every car to full capacity without
scooping in dusty car. Improves grades.
Cannot injure the tenderest grains. Sim-
ple and easy to install and operate. It
will pay you to write for booklet, "Better
Profits for You." 30 days' trial. Do it now.

Dept. G. **MAROA MFG. CO.** **MAROA, ILL.**
Boss Car Loaders.



The Eureka Four Sieve Special Automatic Grain Separator

Equipment includes

four wide sieves and two suctions, self-oiling bearings, disc-oiling eccentrics, and automatic sieve cleaners.

To insure smoothness in running, the sieves are divided up into two shoes, one being suspended over the other. Each shoe weighs alike and is driven from the same shaft by an independent set of eccentrics and thereby counterbalanced.

We manufacture machines for scouring, polishing, separating, classifying and grading all varieties of grains, cereals, seeds and their by-products.

America's Most Efficient Cleaning Machine

Descriptive Catalogue Free

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.



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OUR IMPROVED Railroad Claim Book

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

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Send all orders to

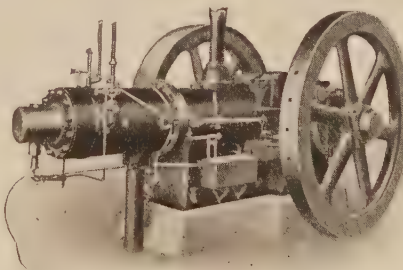
GRAIN DEALERS JOURNAL

305 South La Salle Street

CHICAGO, ILL.

All the Power You Want When You Want It

You can develop all the power you need with a **Muncie Oil Engine** and keep it perpetually on tap. This engine has a "go" and reliability to it that is a source of enduring satisfaction to every user.



**A
Muncie
Oil
Engine**

Does away with that drawback to successful and profitable elevator operation: "engine trouble."

It reduces the cost of power.

There is more in its favor than we can tell you here. Write for detailed information on its many money saving and trouble saving features.

MUNCIE OIL ENGINE CO.
516 JACKSON STREET MUNCIE, IND.

GRAIN ELEVATOR BUILDERS

DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

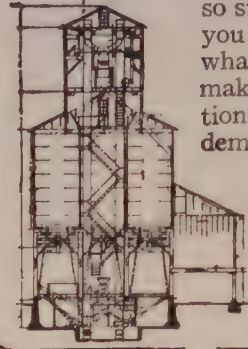
Grain Elevators, Alfalfa Plants
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

Younglove Construction Company

412 United Bank Building SIOUX CITY, IOWA

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.

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R. C. STONE ENGINEERING CO.

320 MERCHANTS EXCHANGE
ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED

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ENGINEERS AND CONTRACTORS

Grain Elevators Driers Coal Chutes
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EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

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Especially Designed for Economy of

Operation and Maintenance
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R. M. Van Ness Construction Company

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MODERN GRAIN ELEVATORS

Plans Submitted Correspondence Solicited

Your Individual Needs
are respected when your elevator
is designed and built by

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Write for Details of Our System

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IF you wish to build your elevator
right, my eighteen years experi-
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C. E. BIRD & CO.

MINNEAPOLIS MINNESOTA

FIREPROOF GRAIN ELEVATORS

DEVERELL, SPENCER & CO.

Garrett Building BALTIMORE, MARYLAND





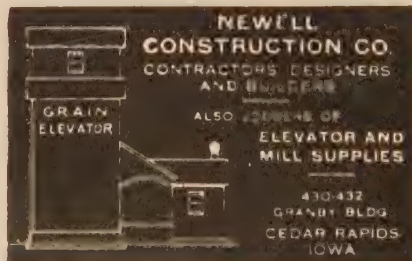
White Star Company
"Builders of Grain Elevators"
WICHITA, KANSAS

Our New Booklet of Elevator Construction

Write for Catalog C-2.

White Star Co., Wichita, Kans.

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LIBERTY BONDS



NEWELL
CONSTRUCTION CO.

CONTRACTORS DESIGNERS
AND BUILDERS

ALSO DEALERS OF

ELEVATOR AND
MILL SUPPLIES

430-432
GRANDY BLDG.
CEDAR RAPIDS
IOWA

WE ENJOY THE Journal, and get from it
considerable information in which we are
interested.—A. Waller & Co., Henderson,
Ky., M. T. Dyer, sec'y-treas.



R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

GRAIN and COAL ELEVATORS

T. E. Ibberson Company
MINNEAPOLIS, MINN.

WE ARE well satisfied with the Grain
Dealers Journal.—Lancaster Feed & Fuel
Co., Lancaster, Cal.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals

Canadian Government Grain Elevator

Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.



NORTHERN CENTRAL ELEVATOR

Now in course of construction at Canton, Baltimore. Md., for the Pennsylvania R. R.

JAMES STEWART & CO., Inc.

Capacity 5,000,000 Bushels

Designers and Builders
GRAIN ELEVATORS

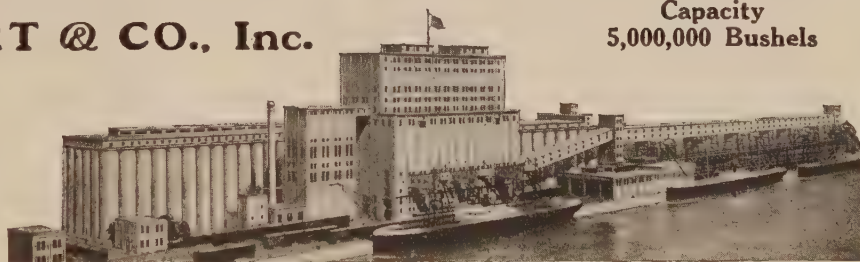
IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

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W. R. SINKS, Manager



Burrell Built Elevators
are Better—
the kind you need

Burrell Eng. & Cons. Co.
Chicago
Portland Oklahoma City

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.

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MACDONALD ENGINEERING CO.

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HICKOK Construction Co.
MINNEAPOLIS
& SPOKANE **ELEVATORS**

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

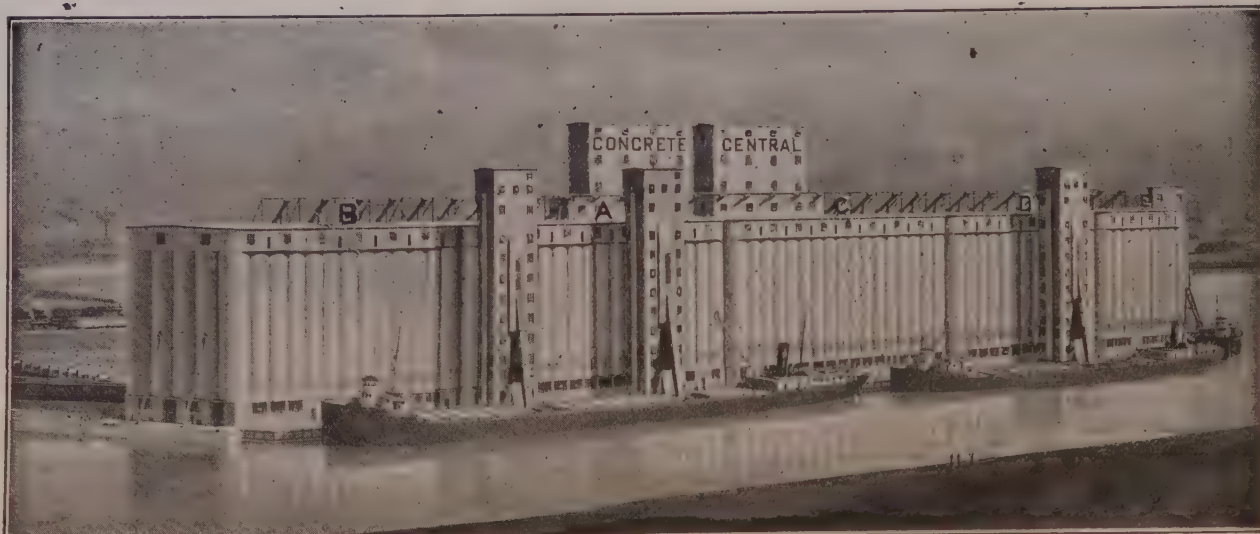
D. F. HOAG & CO.

Designers and Constructors of

GRAIN ELEVATORS

202-4 Corn Exchange, Minneapolis

If Your Business
isn't worth advertising
advertise it for sale.



CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

September 26
1917September 12
1917

THESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING
NEW YORKMcCORMICK BUILDING
CHICAGO

Folwell-Sinks Patented Jack

For lifting concrete forms

Manufactured and sold by

Nelson Machine Co.

WAUKEGAN, ILL.

11 YEARS OF ACTUAL SERVICE

CHECK
your re-
ductions of
pounds to
bushels by
using

Clark's Carload Grain Tables

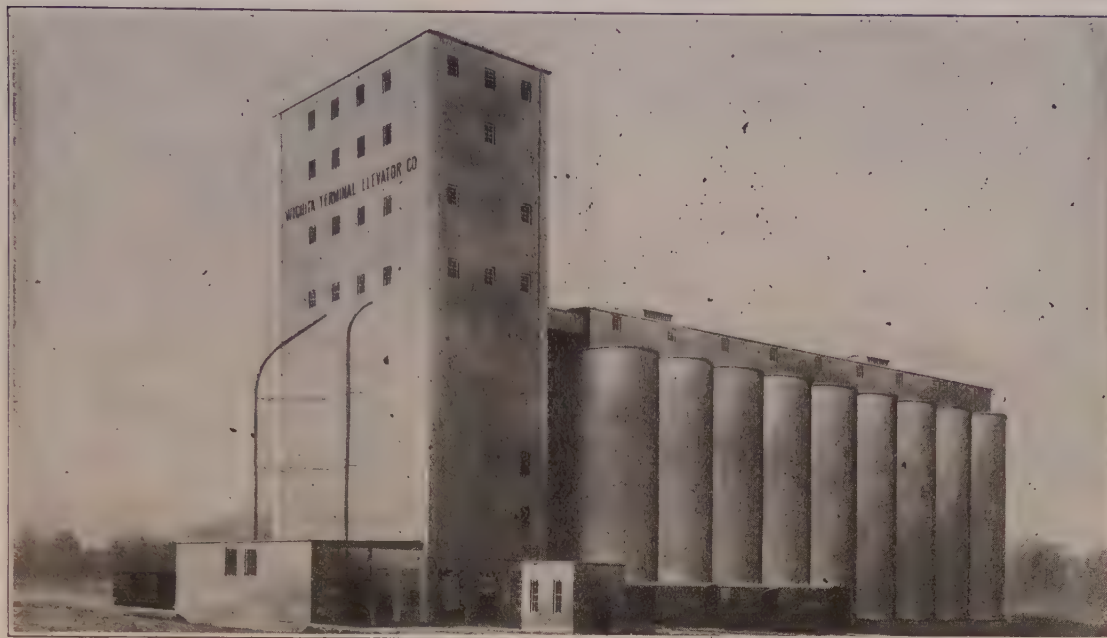
New edition
revised and
enlarged.
Price, \$2.50.

GRAIN DEALERS
JOURNAL
Chicago, Illinois

FOR SALE

250 Screw Jacks—for raising movable forms. In good condition. This jack requires one inch pipe. In Chicago stock. The Stephens Engineering Co., 5426 Calumet Ave., Chicago, Ill.

I GET A GREAT deal of pleasure and information out of the Grain Dealers Journal and could not get along very well without it.—A. C. Wettstad, mgr. Greig & Zeeman, Harris, Ia.



Wichita Terminal Elevator, Wichita, Kansas

Recently Completed. Total Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

John S. Metcalf Company, Limited

GRAIN ELEVATOR ENGINEERS

395 Collins Street
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street
MONTREAL, CANADA

108 South La Salle Street
CHICAGO, ILL., U. S. A.

36 Southampton Street Strand
LONDON, W. C., ENGLAND

FEGLES-BELLOWS ENGINEERING CO.

LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
WINNIPEG, MAN.

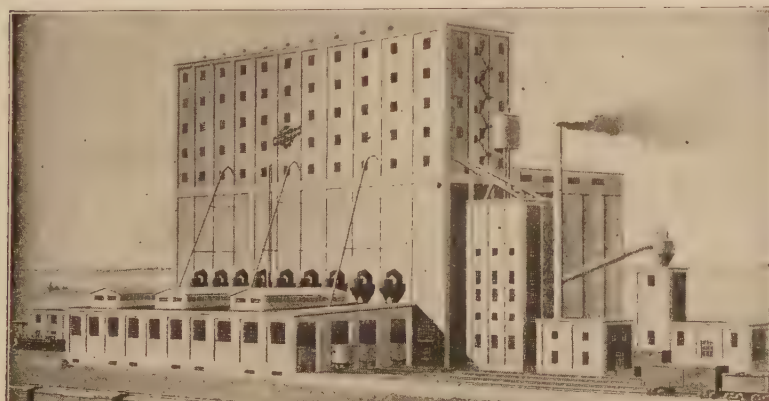
THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel

C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

THE HUMPHREY EMPLOYEE'S ELEVATOR



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the HUMPHREY efficiency in power man-lifts. Saves time and energy of workman.

Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

HUMPHREY ELEVATOR COMPANY

Dept. G.
Sole Manufacturers

Faribault,

Minnesota

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

218-220 Chestnut Street
ST. LOUIS, MO.



This 5 Line Want Ad Sold the Elevator—Read the Letter

D. Milligan Company

D. MILLIGAN
F. W. MILLIGAN
F. D. MILLIGAN
E. A. MILLIGAN

DEALERS IN
LUMBER, GRAIN, COAL, LIME AND CEMENT

BRANCHES ON
C. & N. W. RY.
C. M. & ST. P. RY.
M. & ST. L. RY.
IN CENTRAL IOWA

CENTRAL IOWA, best location in town, new elevator, and first class lumber business; competition of the best kind. Address Fred. Box 7, Grain Dealers Journal, Chicago, Ill.

JEFFERSON, IOWA June 2, 1914.

Grain Dealers Journal,
Chicago, Illinois.

Gentlemen:

We recently carried an advertisement of an elevator for sale in one issue of your paper and received ten replies, most of them from men who seemed to be bona fide purchasers, and made sale of the property to Mr. C. C. Buck of Iowa Falls through the advertisement. This was our Dana, Iowa, plant which we sold, because we desired to extend our business along the Milwaukee or Northwestern, where the train service is more convenient for us.

Very truly,

D. Milligan Co.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

ELEVATOR WITH MILL connected is offered at an attractive price. C. L. Peterson, Exch. Bldg., So. Omaha, Nebr.

ELEVATOR AND COAL SHEDS close to Rochester, Minn.; live town; good business. Enquire Box 572, Saint Ansgar, Ia.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

FOR SALE—25,000 bu. up-to-date grain elevator, on water and railroad. Also two fine business lots, center of city. Address E. Hauterbrook, Green Bay, Wis.

FOR SALE—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—Good elevator in northern Iowa on C. R. I. & P. R. R. Doing good business and new crop prospects excellent. Write for full particulars to Ioa, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—At a bargain, if taken soon, two elevators in good grain country, one in Eastern South Dakota, one in Southwestern Minnesota. Address Blank, Box 9, Grain Dealers Journal, Chicago.

FOR SALE—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

KANSAS ELEVATOR FOR SALE—15,000 bu. elevator located on Rock Island, west of Hutchinson in best wheat district. Prospect for bumper crop. For further information apply A. M. C., Box 11, Grain Dealers Journal, Chicago, Ill.

KANSAS elevator for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

FOR SALE OR LEASE—Mill and elevator, Bushyhead, Okla. Fully equipped in No. 1 condition; established business; big grain country; prospects fine. A good deal can be made. For information write George R. Webb, Chelsea, Okla., Administrator.

ELEVATOR AND FEED MILL, with side line Flour, Salt, Lime and Cement. Only business of its kind in village of 1,000 inhabitants, the center of a good grain section. Electric power used. Address P. O. Box 271, or Postmaster, Sauk City, Wis.

FOR SALE—Desirable milling property, grain warehouse, coal elevator and yard with railroad siding, for sale within 30 days at sacrificed price. Located at county seat in good grain growing section. Plenty of wheat delivered at mill by farmers. Substantial reason for selling. Apply at once to Garber & Co., New Bloomfield, Pa.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

ELEVATORS FOR SALE

ELEVATOR FOR SALE. In South Western Ohio on Penna. Lines. In good repair. Address Lan, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and feed mill. Flour and feed business. No competition. Good business. Best plant in southwestern Wisconsin. Address J. H. Johnsen, Montfort, Wisc.

A 15,000 BUSHEL ELEVATOR, located in Haskell, Okla., is offered at prices and terms that will appeal to the practical grain man. The location is a good one. Dakota Mill & Elevator Co., Haskell, Okla.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex. Verdoot & Co., Bonnot's Mill, Mo.

FOR SALE—Elevator and Coal Yard in Northwestern Ohio. Capacity 25,000 bu. Should handle 350,000 bu. grain this season. Modern and in best of condition. Best of reasons for selling. Price right and must be cash. Address Teegardin Grain Co., Antwerp, Ohio.

WYOMING—6,000 Bu. Cribbed Elevator for sale. Iron clad, cement hopper bottoms, Fairbanks Gas Engine, automatic scale. All in first class shape. Good competition. A big territory. Owner leaving on account of health. Address Wy, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, COAL and tile business for sale. Capacity 18,000 bu., fully equipped. No competition. 4,000 ton of coal handled a year. Good cement tile plant. Side lines of feeds, seeds, cement block and brick. On main line Penn. Pitt. & Cin. Division. A money maker. For a quick sale \$16,000 will take it. Easy terms. Reason for selling, owners going to war. Younce Bros. Grain Co., Waynesville, O.

FOR SALE—One 30,000 capacity elevator at Galesburg, N. D. One 30,000 capacity elevator at Crary, N. D. Both on the G. N. We ask \$3,000 for each house. It would cost twice this to build them today. Reason for selling, the Minnesota & Western Grain Co. has gone out of business. Address Minnesota & Western Grain Co., 813 Chamber of Commerce, Minneapolis, Minn.

OHIO ELEVATOR, modern in every detail of construction and equipment, now doing a good business. One of the best grain stations in the state.

At a bargain price for quick sale. Write immediately for details and price. O. H. Clough & Co., Mechanicsburg, Ohio.

BUSINESS OPPORTUNITIES

FOR SALE—Small grain, lumber and coal business. Address J. C. Erwin, Inwood, Ind.

DO YOU WANT A GRAIN BUSINESS, with sufficient side lines to keep you busy twelve months in the year? Write Postmaster, Sauk City, Wisc.

WANTED—Best business \$10,000 or less will buy. Prefer central Illinois location handling grain, coal or farm seeds. Address Opportunity, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WILL TRADE half section of Montana land for elevator located in Montana, South Dakota, North Dakota or Minnesota. Address Return Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

JAMES M. MAGUIRE

6454 Minerva Ave., Chicago, Ill.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

SCREENINGS WANTED

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

BAGS—BAGGING—BURLAP.

USED COTTON WHEAT BAGS—Seamless. We have a limited quantity. 50c each. Langenberg Bros. Grain Co., St. Louis, Missouri.

WANTED! WANTED! Bags, bagging and burlap. Write what you have for sale or what you want to buy. A. B. See Bag Co., 86 E. Walker St., New York City.

BEFORE YOU BUY OR SELL

Second Hand Bags
Get Western's Price.
Western Bag & Burlap Co.
24th, Wallace & 25th Sts., Chicago, Ill.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

ATTRITION MILL WANTED.

WANTED—Good Secondhand Ball Bearing Attrition Mill, 24 or 26 inch plate, Belt driven. Address Mill, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY attrition mill, belt driven. Give full particulars as to make, capacity and condition, and cash price, boxed, f. o. b. cars. Clinton Milling Company, Clinton, Okla.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

ENGINES FOR SALE.

FOR SALE—One 12-h.p. Fairbanks Morse gasoline engine in good order. Price \$175.00. Kitchel's Elevator Co., Kitchel, Ind.

FOR SALE—One 15 H. P. Fairbanks-Morse type "N" engine equipped for kerosene. First class condition. Never used much. Address OG, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20 H. F. Ohio gasoline or kerosene engine in good condition, \$300.00. Olds 25 H. P. gasoline or kerosene engine in good condition, \$100.00. Bad Axe Grain Co., Bad Axe, Mich.

FOR SALE—10 h. p. F. & M. Gasoline Engine complete with fuel tank, water pump, magneto, and clutch pulley all in good condition. Larger engine needed. Price very cheap. Farmers Grain Co., Garrison, Neb.

FOR SALE or trade for motors—1-15 h.p. gas or gasoline engine; 1-75 h.p. Ideal Engine; 1-35 k.w. 115 volt D. C. Dynamo. Also new and used motors, bought, sold, and exchanged. Walter S. Hodgman & Co., 1317 Fisher Bldg., Chicago, Ill.

BARGAIN SALE

Thirty-five horse, Double Cylinder, Coal Oil, International Engine. Run eighteen months. In excellent shape with air starter complete. Installing motor, reason for selling. Priced to sell. Write or come and see this engine. O. M. Clark, Cable, U.

FOR SALE.

1-25 h/p Columbus gasoline engine.
1-12 h/p Fairbanks gasoline engine.
1-Self contained Olds Gasoline engine 4½ h.p.

1-International Oil engine 8 h/p Model 30.
1-Monitor oat clipper No. 7 capacity 275 to 300 bus. per hour.
1-Eureka No. 4 oat clipper, capacity 300 to 350 bus. per hour.

Inquire of the Ellsworth Mill & Elevator Co., Ellsworth, Kansas.

DYNAMOS—MOTORS.

MOTORS OF ALL KINDS and sizes, for sale. Write Osborn, 1505 Commerce Bldg., Kansas City, Mo.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

SCALES FOR SALE.

SONANDER AUTOMATIC Grain Scale, 1,000 bu. per hour, used very little, guaranteed condition, cheap. Milwaukee Scale & Supply Company, Milwaukee, Wis.

40,000 lb. Fairbanks Hopper Scale complete, in good condition. Have installed more machinery which made it necessary to put in Automatic scale. Farmers Grain Co., Garrison, Nebr.

FOR SALE—One 1600 bushel Strait Hopper Scale with recording beam complete\$350.00

The Howe Scale Co. of Illinois,
Kansas City, Mo.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - Chicago, Ill.

MALE HELP WANTED.

WANTED—Elevator agents who can furnish surety bonds; for Montana Line Houses. Experience essential. State Elevator Co., Cascade, Mont.

FIELD SEED MAN for office and road work. Capable man above draft age. Address Bll, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced traveling solicitor for central and northern Illinois; give references. Address Kean, Box 11, Grain Dealers Journal, Chicago.

WANTED—An experienced grain and elevator manager by July 1. Tell us who you are and what you have done. H. D. Paynter, Secretary, Galva, Kans.

WANTED—Manager for Farmers Elevator. Must be experienced man familiar with grain and lumber business. For further particulars address W. H. Martin, Sec'y, Woodland Farmers Elev., Woodland, Ill.

WANTED—Man with experience and acquaintance in Iowa and Nebraska territory for traveling solicitor. Must be active and well recommended. Permanent position. State salary expected. Address Ione, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—A traveling representative and consignment solicitor by a leading Kansas City grain firm. To the right man we are willing to give percentage of profits above expenses. Address Consign, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Feed mill superintendent for plant near New York. Active man familiar with molasses feeds and general mill work. Must have practical experience and good references. Write quickly stating qualifications and salary desired. Address: Confidential, Box 126, Madison Square Station, New York City.

GRAIN BUYER WANTED—We are about ready to employ a good man to represent us in the west, soliciting consignments of grain. We want to cover Ohio, Indiana, Southern Illinois and Michigan territory. In writing give full particulars, references, and salary expected. Whitney & Gibson, Chamber of Commerce, Buffalo, N. Y.

WANTED FOREMAN to take charge of wood-working department and machine shop of manufacturing plant. Must have good record, a man who can plan the work and see that it is carried out. Also must do some of the designing and check all work. Experience on Grain Handling machinery preferred, or similar work. Address Dick, Box 6, Grain Dealers Journal, Chicago.

A better elevator manager than you have ever had will read the "Help Wanted" ads in this issue! Go after him in the next.

WANTED.

Electric Motors and Machinery at once. Nathan Klein & Co., 208-K Centre St., N. Y.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

BELTING WANTED.

WANTED—First class secondhand three and four ply rubber belting, sizes in width 6-8-9 and 10 inch. Must be in good condition. Write us what you have, with prices. The Duncan Seed, Hay & Grain Co., St. Paris, Ohio.

SITUATIONS WANTED.

WANTED—Position as manager of Grain Elevator; 12 yrs. experience; best references. D. S. Schubert, Byron, Okla.

WANTED—Position as manager of grain elevator. Reference and bond furnished. Not in the draft. Address Free, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as general manager of Elvtr. by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position by experienced traveling solicitor. Will pay personal expenses for interview. Address Solicitor, Box 9, Grain Dealers Journal, Chicago.

WANT POSITION AS MANAGER of farmers or line elevator. Have had six years experience in elvtr. management. Am 39 yrs. of age. Milo Cook, Kennebec, S. D.

WANTED—Position as Manager of Farmers Elevator in eastern Nebraska or Western Iowa by competent grain man above draft age. References furnished. Address Box 35, Columbus, Nebr.

MANAGER of elevator wants position. Clear record; sober; married. Above draft age. Good references. Nothing considered under \$125 per mo. Address C. O. Cook, Box 45, Twodot, Mont.

MANAGER OF LINE OF ELEVATORS wants position in that capacity or as auditor. Twenty years' experience in grain. Address Boyd, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Position by man with seven years experience in buying and selling grain. Would like place as manager of elevator or grain business. J. D. Banks, American Falls, Idaho.

POSITION WANTED—Manager of elevator—Farmers' preferred. 6 years' experience. Can handle usual side lines and keep books. Satisfactory references. Address Bron, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by married man as manager or agent of country elevator, or traveling solicitor: Western Territory. Experienced in grain, feed, flour, salt, hay and coal. Address Ball, 8, Grain Dealers Journal, Chicago.

GRAIN BUYER wants position. Years of experience; best of references. Minnesota or North Dakota preferred. Married, not subject to draft. Address H. G., Box 9, Grain Dealers Journal, Chicago.

GRAIN BUYER, or elevator manager, wants position at some good station. Twelve years' experience in grain and seeds, mostly for private party. Want good live station. Don't care for a dead proposition. Best of references furnished on request. Address Mack, Box 10, Grain Dealers Journal, Chicago.

WANTED—Position as manager of farmers' elevator. Have given satisfaction in line and private elevators. At present operating a 50,000 bu. elevator in Canada. Wish to go back to U. S. Experienced in coal and feed business. Best of references as to ability and character. Strictly temperate. Address Saks, Box 10, Grain Dealers Journal, Chicago, Ill.

ENGINES WANTED.

WANTED—Used gasoline engines. Otto and Fairbanks-Morse preferred. State H. P., condition, and price. Address OM, Box 11, Grain Dealers Journal, Chicago, Ill.

Journal "Wanted—For Sale" ads will put you in touch with people who are "Necessary to your prosperity."

SITUATIONS WANTED. WITH INVESTMENT.

YOUNG MAN who has had successful experience handling grain, coal, lumber and seed on own account desires to invest from \$5,000 to \$15,000 in some profitable business enterprise. More than ordinary business ability, reliable, well educated, married. Please give fair outline of your proposition in first letter. Address Invest, Box 11, Grain Dealers Journal, Chicago, Ill.

STEAM ENGINES, BOILERS.

1 BUCKEYE AUTOMATIC steam engine 80 h.p. for sale, and **1 Jewell automatic** steam engine 8 h.p. Versailles Flour Mill, Versailles, Mo.

FOR SALE—A 35 H.P. Chandler Taylor Engine & Boiler in first class condition. Going to put in motors. Lizton Grain Co., Lizton, Ind.

FOR SALE Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

FOR SALE—One 45 to 50 h. p. Alteas Engine. One 50 h. p. Boiler, 56 in. by 14 ft., with all attachments. Arcanum Milling Co., Arcanum, Ohio.

CORLISS ENGINE—For sale, an 18x36 used Corliss Engine, in good working order. Write for specifications to Phoenix Flour Mills, Evansville, Ind.

FOR SALE—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

MANY STEAM BOILERS in good condition have been taken out of grain elevators during the last year, all of which could have been used advantageously for storing oil, molasses or for pressure tanks. When the landscape surrounding your elevator is cluttered with discarded machines, tell your brother grain dealers about it. They may have something to exchange which you would like to have.



Big Stock

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 73-B

B. F. GUMP CO.
THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

**Give Your Ad a Chance to
MAKE GOOD**

Run it in the
GRAIN DEALERS JOURNAL

MACHINES FOR SALE. FOR SALE.

1 Warehouse Western Sheller No. 2½, 1 Warehouse Western C-Cleaner. Arcanum Milling Co., Arcanum, Ohio.

NEW IDEA SEED CLEANER for sale. This is a No. 2 in good condition. Price is right. Moore Bros., Zionville, Ind.

FOR SALE—One No. 14½ Western Warehouse Sheller; used less than 3 months. In A No. 1 condition. A. E. Betts & Son, Forest, Ind.

EUREKA CLEANER for sale. Taken out to make room for larger machine of same make. In perfect order; can be bought cheap. Chas. Gembler, Goehner, Nebr.

FOR SALE—One No. 2½ Iron Prinz Scourer. One No. 2½ Prinz Cockle Machine; and one Eureka Wheat Cleaner. Columbia Mill & Elvtr. Co., Columbia, Tenn.

FOR SALE—No. 8 Monitor oat clipper, and No. 7 Monitor dustless warehouse and Elevator separator, both machines now running. We need larger machines. Addr. Oat, Box 9, Grain Dealers Journal, Chicago.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

I GOT A LITTLE GIANT

A Workin' for Me

It's the only complete, self-contained flour making plant in the world. No other machinery needed. Operates equally as well with Barley or rye as with wheat. Ask Alton Mill Furnishing Co., Alton, Ill., if you can have one.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

REAL BARGAINS

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St.,

Chicago, Ill.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCausland, Sam'l, ryegrass and dogstail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, gra. & fld. seeds. Lewis & Chambers, whse. seed merchants. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

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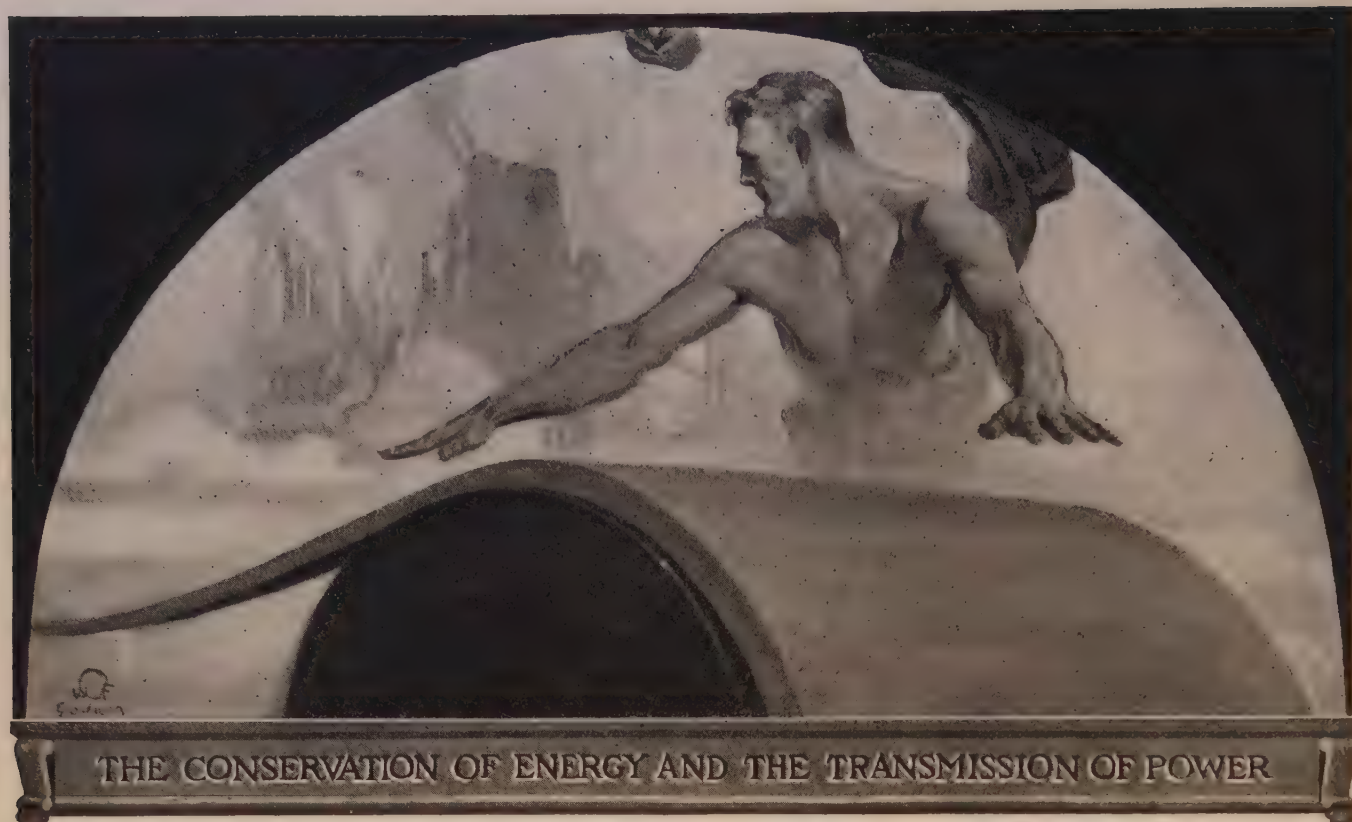
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GRAIN DEALERS JOURNAL

[Incorporated]

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value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

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on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, JUNE 10, 1918

THE WORK OR FIGHT order should settle the farm labor problem after July 1.

CHINCH BUGS are credited with doing much damage to corn of some sections, so after all the Crop Killers Union may have a chance to do a little work this season.

TELEGRAMS should be immediately confirmed by letter, so as to give the recipient a chance to protect himself against errors in transmission of the message. Mail confirmations are especially necessary while telegraphic service is crippled. Protect your own interests and the interests of those with whom you trade by promptly confirming.

BREWERS, maltsters and the established barley trade, for the first time since the spread of the prohibition wave, have been given substantial aid by the letter of Herbert Hoover refusing to recognize that prohibition of malt liquors would in any way conserve food. While whisky taken to excess may be harmful Hoover holds that when barley is made into beer none of the nutriment is wasted, as it is all either in the beer or in the animal feed by-product.

GRAIN SHIPPERS must bear in mind that beginning June 25th freight rates to all markets will be increased approximately 25%, so all old tariffs will then become null and void. Do not place too much reliance on the local station agent. Study the freight tariffs.

DON'T run to the Food Administrator with a complaint that the other party to a contract fails to live up to his obligations. Such action simply encourages the federal government to interfere with private business and does not get the complainant his money. It is wiser to have recourse to arbitration or the courts.

REMOVAL of all restrictions on the wheat trade is within the bounds of possibility at an early date, and will leave the Government guaranty the single obstacle to lower prices. A few timorous millers already are considering the advisability of protecting themselves against an advance in the price of wheat after June 30.

CORN HEDGING transactions are on such a materially different basis this year that shippers can dismiss all doubt that their shipments will be good enough for delivery on contract. The privilege now extended of delivering almost "any old thing" at a discount brings the Chicago pit price right into the country elevator, and makes the future delivery trading more serviceable than ever before.

THIS NUMBER of the Journal has been greatly delayed, because the press feeders of the Chicago printing offices have struck, in defiance of their written contracts, and supplementary agreements, whereby they are already paid much in excess of the established scale of wages. We trust our readers will be patient and make allowances. Until new printing arrangements can be consummated, each number will probably be late.

THE TEXAS Association has resolved that account sales should be rendered within 30 days, so as to give the shipper an opportunity to file claims for shortages and overcharges in freight, and even this period to the average dealer seems inordinately long. Preferably account sales should be rendered next day after unloading grain. This gives the opportunity needed to determine finally the grade and the weight of the grain.

SIXTY INDEPENDENT elevators in Kansas have been taken over by mills since the Food Control Law went into effect, all of which seems to prove that the regulations of the Food Administration favored the miller to the disadvantage of the grain dealer. The secretary of the Kansas Ass'n praises the millers for their shrewdness and foresight, but warns them they will not be able to crowd more independent elevator men out of business thru the favoring support of the Food Administration.

SHIPPERS must scrutinize vigilantly every new order and practice of the railroads else the alert railroad traffic official will put over new regulations under the guise of government control never intended by the Director General of Railroads.

THE PROPOSED GASOLINE tax of 25 cents per gallon is too small. It should be raised to \$250 per gallon on all gasoline used to start fire in the kitchen range; and cut down to one cent or nothing on gasoline used to elevate essential foodstuffs. A tax on rubber tires would be more effective in curbing the speed demon.

WILL farmers whose wheat has been seized plant any more? Will they prefer to grow grain which can be sold in the open market at the ruling price? How many confiscations of farmers holdings would it take to drive half our wheat growers to planting other grains? The price fixers who hold that the law of supply and demand has been proved useless have not far to go to learn of their error. The demand for wheat has been eliminated from many homes by the generous self denial of loyal citizens.

LARGE CROPS of grain will be of no help in winning the war unless vigilant methods are adopted for the economical handling and conservation of all the grain on its way from the producer to the consumer. Food is greatly needed and elevator men must adopt every precaution to prevent waste, deterioration or destruction of grain handled by them on its way to the consumer. Every precaution against leaks or fire should be adopted instantly. Keep the elevator clean and free from fire hazards.

UNIFORMITY of side track and right of way leases is a question that is pressing forward for solution with the federal control of railroads. Shippers are now being requested to sign new leases. By their united efforts the shippers should be able to have the Railroad Administration prescribe a form of lease that does not make the shipper liable for all the crimes the carrier may commit on or about or way beyond the premises. Country grain elevator operators need to stand rigidly for their rights, else all may be taken from them.

BLACK RUST reports now being circulated by the plant pathologist of the Michigan Agricultural College are not intended by him to encourage the Kaiser to believe we are going to lose the war for want of wheat. It is only one way to get up enthusiasm for the rooting out of the common barberry plant which harbors the rust spores. Neither is it advisable for the crop killers' union to bank any margins on the professor's declaration that the rust "will spread like wildfire over the oats, barley and rye."

THE REIMBURSEMENT of grain dealers for losses sustained on wheat stocks by reason of the government fixing the price of wheat at a figure much below what they had paid for it in the open market, was favored by Chas. D. Jones at the Texas meeting and no doubt will be presented by many other dealers who suffered losses, as it does not seem fair that dealers should be forced to sell wheat at much less than they paid for it. Losses forced upon any branch of business for the benefit of the entire public should be assumed by the government.

DAMAGES for delay in transit are more readily recoverable from the carrier if notice was given at the time of shipment that prompt arrival at destination was essential to meet a certain market or for a certain season of planting, as the courts draw a distinction between ordinary damages and special damages due to delay. It costs nothing to have written on the B/L the reasons for prompt movement, but may help a great deal, not only in the recovery of damages, but in actually expediting the movement.

THE SENATE is credited with having accepted tentatively a committee amendment to the Postoffice Appropriation Bill, setting aside \$100,000 for the establishment of postal motor routes to transport food products from agricultural districts to cities. If the government attempts to transport grain by these postal routes, it will be more necessary than ever for country elevator operators to provide rapid unloading facilities for motor trucks. This problem has not yet been solved, and no doubt will present real difficulties for the elevator man who does not provide facilities for receiving motor hauled grain in advance of its arrival.

FORESIGHT is of no value in the estimation of government officials; and Congress never makes an appropriation for the purchase of foresight. The need for anything must be demonstrated by costly experience before legislators can be stirred from their lethargy, and by the time adequate provision has been made the emergency has passed. Has Congress made any provision to hold the coming wheat crop in the country and terminal elevators, and to recompense the operators for the use of their storage room? Has the Federal legislature made any provision that will make it safe for the grain dealers and bankers to advance the \$1,800,000,000 to farmers on the new wheat crop that assuredly will be rushed on the market as never before? Hoover's fiat has closed up the future trading safety valve, as those who load up with this wheat at \$2 per bushel may find to their cost. Unless the administration takes steps to provide a substitute for the future delivery market, or extends the price guaranty to the country dealer, the farmer may find himself with no home market for wheat.

IT WAS NOT the intention of the Director General of Railroads to insist upon the *prepayment of all freight*, but it is the intention of the order to prevent discrimination between shippers and consignees and henceforth freight must be paid by all patrons within 48 hours of delivery, in fact an effort is to be made to secure payment from shippers day of loading or from consignees day of unloading.

MR. DERBY'S estimate of the work of the Buro of Markets, as outlined in his address published in our report of the Kansas meeting, is supported by many other dealers who are also vigorously opposed to the government's interfering with business. If the government is of all the people and for all the people, then it does not seem reasonable or right that it should discriminate in favor of any section or class of a given trade.

THE STATE grain dealers associations seem to be a unit in opposition to the multiplicity of unnecessary reports being asked by different departments of the Federal government, and most of them at their recent meetings, adopted resolutions against this waste effort. If the resolves are tactfully and forcefully followed up by the officers and members, Congress will soon see to it that this waste effort is at least discontinued until after the war. The Federal Trade Commission was originally presumed to be in the interest of trade and for the purpose of promoting trade, but its principal work has been to look for dishonesty, unfair practices and infractions of trade laws. The original champions of the Federal Trade Commission idea had no intention of establishing a trade detective department, and the work of the Commission along these lines surely does not justify its existence.

SO LONG as the Non-Partisan League restricted its campaign against "Big Business" to the grain elevator operators of the Northwest, many of the country merchants and bankers were willing to shout Hurrah, but the minute the League broadened out its activities and undertook to supply middlemen of its own choosing, the merchants and bankers opposed it. It seems easy to arouse and mislead farmers by extravagant stories of iniquities committed by middlemen already in business, for the purpose of winning favor for new middlemen, but one would expect men having experience in commercial enterprises readily to appreciate the folly and waste of organizing additional companies in communities already well served. Recently the League has been conducting such a wild campaign against business in the Northwest, that the country merchants are scared. The agitators are running about the country in tin Lizzies, trying to stampede the farmers. They have already secured control of the government of North Dakota and are now working earnestly to secure control of Minnesota. It is indeed a relief to the grain trade to find that someone else is being used as a bugaboo to arouse the bucolics into following the agitators.

ONE OF THE recent developments in the I. W. W. trial at Chicago is of special interest to those making a determined effort to prevent dust explosions in elevators. The counsel for the Wobblies attempted to show that the Buro of Chemistry had discovered that fires in threshing machines were not due to explosions, but to static electricity. It was not made clear that these explosions have occurred principally in the Northwestern states, where the I. W. W.s were serving as harvest hands, but one witness testified that he had grounded his machine with wire as recommended by the Buro of Chemistry of the Department of Agriculture, yet nevertheless it burned. He employed I. W. W. harvest hands and the natural surmise is that they supplied the explosive material, and that grain dust had nothing whatever to do with the destruction of his machine. A few explosions which may have occurred in country grain elevators may also have been due to the I. W. W.'s contempt for property.

The Price of Wheat.

The question now pushing forward for the attention of country elevator men handling wheat is "What price can I afford to pay the farmer for his wheat?" The Food Control Law, enacted Aug. 10th, guarantees producers \$2 a bushel for wheat of the crop of 1918 which is marketed on or before May 1st, 1919, but the producer must comply with regulations yet to be promulgated.

Feb. 21st the President issued a proclamation, establishing prices for No. 1 Northern Spring Wheat of the 1918 crop in 25 primary markets, ranging from \$2 in Salt Lake City, Great Falls, Spokane and Pocatello, to \$2.28 in New York City. The price of No. 1 hard winter, No. 1 red winter, No. 1 durum and No. 1 hard wheat has also been guaranteed at the same figure as for the No. 1 northern spring, and the President's proclamation makes these prices good for the 1918 crop wheat to the first day of June, 1919.

The conference in New York this week between the Advisory Committee of the grain trade with the zone agents and the Grain Corporation, may result in trade regulations which will permit most of the wheat trade to be handled as in years past, by the grain dealers. The crop prospect is so encouraging that wheat substitutes will no longer be needed, as North America will produce ample wheat for the needs of our Allies and the folks at home.

While the Food Control Law specified that the price was guaranteed to the producer, it does not seem likely that the government will discriminate against handlers, but will pay the established price for wheat delivered under the regulations which are yet to be promulgated.

The crops of small grain promise to be so much in excess of the average that all

storage will soon command a premium and farmers should be encouraged to hold back some of their grain, else terminal storage and transportation facilities will soon be tied in a hard knot. The price being fixed the same for July as for the following May, no one will have aught to gain by holding wheat, so the first impulse of the grower satisfied with the price will be to market it. The elevator man who sells his stored wheat to the Food Administration may be able to realize storage earnings of 1/15c per day.

The conference to be held in New York City this week it is expected will bring order out of the confusions and misunderstandings now existing as to the handling of the new crop. Until this matter is clearly settled, however, it behooves country elevator men to be extremely cautious.

Investigating the Grain Trade.

Investigation after investigation has been made first by the Dept. of Agri. and now by the Federal Trade Commission without convicting any one of crime or disclosing any information that has benefited the public at large.

In view of the fact that no final results or reports of these investigations have been made public it must be presumed that the investigators have been unable to corroborate the hasty charges against the grain trade, so have kept still and nursed the hope that eventually they might find enough uncommercial conduct to justify their employment. The dirty practice of convicting men or firms thru the daily press without any attempt to correct the false charges and base innuendoes is becoming so common with investigators and prosecutors as to cause the public to receive all of their unsupported statements with considerable suspicion.

If the Government is for all the people then it should be fair to all and give the people the results of all investigations free from socialistic bias. If the grain or any other trade is found to be economically sound and clean by those charged to look for bad methods and dishonest practices, then in fairness to those investigated the findings should be made known.

Large appropriations have been wasted in the investigations of the grain exchanges, but the findings have been suppressed. Still the useless investigations are continued by new investigators and new departments. Are the investigators of these resultless investigations averse to giving the grain trade a clean bill of health, or are they determined to use it merely as an excuse for giving perpetual employment to college professors and derelict politicians? Let us have the results, correct any trouble found, and get thru with these unfair reflections on the trade's honesty. The politicians should not be permitted permanently to crucify the grain trade upon the cross of suspicion, merely for the promotion of their own aims. Let grain dealers devote their

time and strength to the economical marketing of grain and seeds and be relieved of filling out so many foolish questionnaires.

Forged Bs/L and Departed.

Many farmers in the vicinity of Rockton, Ill., who believe conscientiously in getting all out of the elevator man possible, and therefore favor free storage of grain, are much disgusted with W. H. Moore, ex-grain dealer, who has departed for parts unknown. Investigation develops that he was crowded for storage room, so shipped out the grain and used the money in other places. Being pressed by collectors, he forged S. O. Bs/L against twenty receivers of Chicago and Milwaukee.

While so many reforms are being instituted in railroad management and practice, it would seem well to insist that all shippers order Bs/L be numbered consecutively at each station, dated with the station dating stamp, signed in ink by the station agent, and a copy sent to station agent at destination. Then the issuing of blank shippers order Bs/L to real or intended shippers should be stopped. With a few simple precautions, receivers would be protected against paying drafts on shipments never made.

The present practice of issuing S/O Bs/L in blocks to whosoever may desire them, serves to invite forgery and fraud. The trade will never have relief from this expensive imposition until a united effort is made by all of its organizations to induce a change in railroad practice.

Grading New Wheat.

The new Federal Wheat Grades, which were published on page 648 of the Grain Dealers Journal for April 25th, will go into effect July 15th, so it is necessary that every country elevator man who takes in wheat in advance of that date must grade it according to the rules which will govern the classification of the grain when he ships it.

Recent disclosures of wide variations in the work of inspectors licensed by the Bureau of Markets has resulted in the cancellation of the licenses of several inspectors, hence it seems very probable that all licensed inspectors will exercise greater care in grading the new crop. However, the many changes in the rules are sure to result in much confusion and variation in the grading of the same grain, so it is quite important that every wheat dealer study carefully the new wheat grades and provide himself with samplers, sieves and balances for carefully determining the essential characteristics of each sample.

No doubt it will take some practice even for the experienced wheat handler always to attain the same result on the same sample, but until he is able to do this, he must question his own judgment frequently and look with suspicion on most of the certificates.

Split Car Not Two Minimum Carloads.

The Supreme Court of Oklahoma has decided in favor of the shipper in a case where the St. Louis & San Francisco Railroad Co. tried to collect freight on two minimum carloads out of one car.

J. H. Seright loaded a car of broom corn on the Wichita Falls & Northwestern Ry. at Elk City, Okla., for Wichita, Kan., and billed it to his own order, notify Western Warehouse Co., the freight rate on the B/L being indorsed at 47 cents. The Warehouse Company refused to honor the draft, and under a writ issued in a replevin suit had the sheriff of Sedgwick County, Kan., remove from the car 57 bales of broom corn.

Seright then wired the agent of the Frisco to deliver the remaining 34 bales to the Ralls Commission Co., of Wichita; but the agent refused to do so unless paid for a minimum carload weight of 25,560 lbs., the 34 bales weighing but 9,740 lbs.

Seright as agent of the bank at Elk City, which had accepted his draft, went to Wichita and offered to pay the railroad agent the proportionate amount of the excess of the minimum carload on the basis of 47 cents, which the agent of the Frisco declined to accept. The Frisco advertised and sold the 34 bales and tendered Seright a balance of \$59.84, which he declined to accept and brot suit, getting judgment against the carriers for \$928.50, with interest at 6 per cent.

The defense of the carriers was that Sec. 6 of the Western Classification provides

The carload rate contained in this classification will apply only upon shipments received in one day from one consignor under one B/L, delivered under one expense bill to one consignor. * * * Carriers' agents will not * * * deliver less than carload shipments in order to effect the application of carload rates thereon; less than carload rates will apply on such shipments.

The sheriff paid freight on a minimum carload when he unloaded part.

The court held: When plaintiff aggregated his property with that of the Western Warehouse Co. and shipped it as consignor to himself at Wichita as consignee, so as to avail of a carload rate thereon, and took a B/L as above set forth, he, as one consignee under one expense bill, was entitled to receive the shipment at its destination. And the fact that part of the goods were seized as stated, thereby disclosing part of the shipment to be the property of another, did not justify the carrier in demanding the charges complained of and in converting the property by a sale thereof to satisfy the claim. This for the reason that the carrier has no right to make the ownership of the goods the test by which his charge for carriage is to be measured.

A carrier cannot make mere ownership of goods tendered for transportation the test of the duty to carry, nor may a carrier discriminate in fixing charges for carriage upon such ownership. Under the act to regulate commerce a carrier cannot refuse to transport carload lots at carload rates because the goods do not actually belong to one shipper or are shipped by a forwarding agency for account of others.—171 Pac. Rep. 467.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Recourse for Delay in Transit?

Grain Dealers Journal: We ordered 55 bus. of seed corn from the Buro of Markets at Harrisburg, Pa., which was shipped out of that neighborhood on Apr. 23 and had not reached us by May 27.

We had it sold to farmers, and now all of them have planted their corn and will refuse to take it. The corn cost us \$4 per bushel. What should we do when it comes? Its failure to arrive has put us in a bad position.—Republic Merc. & Elevator Co., Republic, O.

Ans.: The burden of damages for this delay should fall on the party responsible. Without knowing all the facts it is impossible to say whether the Buro of Markets billed to the wrong destination, or the railroad company has unreasonably delayed the shipment in transit. If buyer holds B/L in proper form, it is advisable to make claim for damages without waiting longer for the corn to arrive, and then advise the railroad company that the shipment is refused and it may be sold for the account of whom it may concern.

If the B/L was indorsed "Seed Corn, Rush" the railroad company would be held by the court to have been put upon notice, and therefore would be liable to special damages for delay.

How to Obtain Relief from Paid Agitators?

Grain Dealers Journal: We notice a paragraph in your news columns of a recent number to the effect that certain parties contemplate building a grain elevator at our station. This is news to us and we are much interested in knowing where you got the information. We have the only elevator at this place. We have been doing business here for years and there is certainly not enough business at this station to justify the building of another elevator. The farmers seem satisfied with the treatment they are receiving and everything is moving along harmoniously.

As we understand it, the promoters of a new company receive \$3 to \$5 a share for selling stock, and after they have the stock sold take no more interest in the matter. Is the stock of these companies divided up in many shares of small amounts, so as to increase the reward to the promoters?

We have heard of several sections where promoters failed to sell enough stock to make the company go, but I understand they claim to have lost nothing. Who pays their expenses and for their time? Who is directly interested in working up dissatisfaction among the farmers at good stations? Can any commission merchant expect to profit from inveigling farmers into the shipping business? The more I consider this short sighted scheming on the part of the narrow selfish grain commission merchants, the more I wonder that some of the far seeing farmers do not give up the growing of grain and organize a commission company to handle their own shipments. How can we obtain relief from the paid

agitator and the surplus competition at stations now well cared for? Will the Government permit the building of grain elevators at stations already well supplied?—Very truly, Illinois Shipper.

Signing Side Track Lease?

Grain Dealers Journal: A few days ago a man presented me a contract to sign for me to agree to maintain my own side track. I did not sign it at the time. Do I have to?—C. B. DeLong, Fithian, Ill.

Ans.: As shipper already has his side track in use and the carrier can not tear it up the railroad company is not in a position to press the matter of signing the agreement.

Should the shipper have on file with the railroad company any request for some repair, renewal or extension of the side track his failure to have signed the agreement will authorize the railroad company to delay or deny the extension or repair, under the new side track order issued by Director General of Railroads McAdoo and published in the Grain Dealers Journal Apr. 25, page 677, providing that the shipper must maintain that part of the side track extending beyond the right of way of the carrier.

Responsible for Delay in Delivery?

Grain Dealers Journal: We have sustained a loss on an interstate shipment; two roads participating in the carrying. The road that the grain originated on we will call A and the delivering road B. A accepted and gave bill of lading for car of corn and delivered it to B within reasonable time. B was delayed, in delivering the corn, an unreasonable time, it claims on account of congestion. The corn deteriorated and caused a loss. The claim was presented to A, but it was in the hands of a receiver and has now been taken over by another company. B we understand is solvent. Could we bring suit against these two roads jointly, or against B separately, and recover damages? Could you cite us a ruling on this point?

Another B/L was issued for car of corn by a certain railroad and arrived at destination out of condition. This was also an interstate shipment, but switching at destination was necessary to make the final delivery. The railroad contends that it is not liable for any loss on account of congestion. It admits delay in delivery on account of congestion. Can you cite us to any decision on shipment of this kind?—The Robinson Grain Co., O. C. Robinson, Deshler, O.

Ans.: Altho the Carmack amendment makes the initial carrier liable for loss on the connecting line the shipper still has the right to bring suit against both jointly or the connecting carrier only, if damage was done by the latter.

The carrier is liable for damages due to delay, if the delay was negligent. Particular acts of negligence need not be alleged. The burden is thrown on the carrier to make defense; and if the carrier can make a sufficient showing of congestion due to an extraordinary movement, which could not have been foreseen or avoided, the court will leave it to the jury.

The fact that there was a congestion does not relieve the carrier of liability, for the congestion may have been due to the carrier's neglect or mismanagement, and it is against public policy to relieve anyone of the consequences of his own neglect.

A parallel case to the second one foregoing is that of the W. R. Hall Grain Co., which got judgment against the L. & N. R. R. Co. for damages due to delay in unloading cars shipped from East St. Louis to Nashville and reported in 128 S. W. 42. The ten cars of corn arrived at Nashville in good condition, but there was such a congestion in the yards of the Terminal Ass'n at Nashville that the elevator could not be reached over the main track over which the cars had to pass, as the main track was obstructed by passenger and freight trains. The court ruled it was the fault of the railroad company for accepting more grain than it could take care of at that time.

Case for Food Administration?

Grain Dealers Journal: On a contract for white corn the sellers shipped us a car of mixed corn that the party to whom we had re-sold could not use.

The sellers refused to give disposition or to furnish a car to replace the first.

Is not this a matter that the Food Administration would be likely to consider as grounds for revocation of license?—W. A.

Ans.: The local food administrators and the Washington headquarters are acting with considerable discretion. More action has been taken by the food administration in disputes among hay dealers than between grain dealers. In the hay trade the F. A. has taken action against both buyers and sellers. The license of the American Hay Co., of Goshen, Ind., was revoked last week for failure to deliver hay on contract; and revocation of the license of the Alamo Brokerage Co., of Texas, was attempted because of refusal to accept on contract, hay alleged to be of inferior quality. It is difficult to forecast the action of the F. A. in the foregoing case. The F. A. could not enforce an order to pay the buyer his money damages; while buyer could get his dues by having recourse to trade arbitration or the courts. It is not advisable to burden the F. A. with adjustment of trade disputes. It was not established for that purpose.

Unreasonable Delay in Transit?

Grain Dealers Journal: On Apr. 12 we consigned a car of oats to Baltimore and it arrived May 8.

This seems to us an unreasonable time to be in transit, being 26 days. During this time the market declined 16 or 17 cents per bushel. Have we any chance for reimbursement due to decline in market value after allowing for reasonable time for delivery?—Ada Grain Co., Ada, O.

Ans.: The carrier is liable to the shipper for the decline in market after allowing a reasonable time for delivery.

The Supreme Court of Arkansas in the case of Kansas City Southern Ry. Co. v. Mabry, reported in 165 S. W. 279, held that:

"Where the market price at destination on the day that a shipment of holly should have arrived was in excess of the shipper's contract price with a dealer there, the shipper might recover the difference between the contract price and the market price at destination on the day notice of arrival was given to the dealer. In such case, even if the market price at destination was in excess of the contract price when the car arrived, a limitation of damages to the difference between the contract price and the market price at arrival was beneficial to the defendant, so that it could not complain."

Was Contract Closed?

Grain Dealers Journal: On May 15 we made a country elevator an offer for corn delivered here and he wired back that he would sell, but asked a higher price than we offered him.

We wired him again offering him a higher price and still he raised his price, wiring us that he would sell for 5 cents per bushel above our last offer. Several days elapsed and then we received a letter from him stating that he would accept our offer which was made him at first.

In the meantime we had given other men bids and got all the corn we wanted. We told him the facts about the case as above and found that he had already shipped; in fact, he had already loaded the car before he wrote us that he would accept our first offer. What should we do in the matter?—Southeastern Buyer.

Ans.: If at any time after an offer was made the seller definitely refused to sell at the price made in that offer, he can not later accept that price after the time limit for its acceptance had expired. Even if a time limit was not placed by buyer for the acceptance of the first bid, it was virtually canceled by the second wire offering a higher price. In the third place, if a bid is made by wire it should be accepted by wire, as the buyer can refuse a

mail acceptance if his offer did not expressly authorize it.

Seller should be informed by mail or wire that the corn is refused and subject to his disposition.

Faulty Installation of Scales?

Grain Dealers Journal: Our automatic scale is located on the working floor. The grain is elevated from it to the cupola and then it goes down the spout into the car. Can the railroad company claim that this installation is faulty and thereby throw out our claims for shortages in case we should ever have any?—L. D. Brown.

Ans.: In the handling of grain there is admitted to be what is correctly described as "invisible loss." The greater the handling the greater the loss. This loss is insignificant and negligible in direct loading by spout from scale to car or vessel; consequently the best practice is to avoid elevation from scale to car.

The installation described does not warrant the railroad company in throwing out claims.

If the question comes into court it will go to a jury and of course the possibility of loss in elevating will have some effect with the juryman, when played up by the railroad attorney; but the answer to this is that the railroads do not find fault with claims based on weights taken at terminal elevators where the grain is handled from car to sink, elevated to cupola and run into garner before weighing.

If the design and construction of the house permit it to be done without great expense it is advisable to raise the scale high enough to spout from scale to car direct.

Price of New Wheat to Farmers and Cost of Handling?

Grain Dealers Journal: We would like to have two questions definitely settled. They are,

What price should the country grain dealer pay the farmer for the new crop of wheat? And

What does it cost to handle a bushel of wheat?

The Food Administration has interpreted the Proclamation of President Wilson setting the price of wheat at \$2.20, Chicago terminal market, to guarantee protection only to the producers.

We understand from this that no protection is guaranteed to the grain dealer and that he has no assurance as to what he shall receive for the wheat. This seems unfair and inequitable.

Does the ruling of the Food Administration mean that the country grain dealer is to pay the farmer for his wheat on the basis of the guaranteed price less the customary charges for freight, commission, etc., and deduct nothing for handling charges and profit?

In our case most of the wheat which we handle is of the Yellow Hard variety and the Government price on it for the No. 2 grade is \$2.13 delivered Chicago. The present freight rates, from our various stations, are from 7½ to 9c per cwt. These rates are to be increased. We figure that the following deductions should be made from the price of \$2.13 before any profit is allowed:

	Cents per bu.
Freight to Chicago.....	5.40
Commission 1%	2.15
Average dockage 1%	2.15
Shrinkage in weight 1%	2.15
Average difference between our inspection and destination inspection.	1.50
Interest on drafts, insurance, inspection and weighing charges, etc.....	1.15
Expense of handling, labor, insurance, etc.	1.00
Total	15½

This would reduce the price on this wheat to \$1.97½ with no profit to the country grain dealer.

We understand that many dealers have jumped to the conclusion that the Gov-

ernment expects the farmer to get \$2.00. If the above figures are correct, the dealer who pays \$2.00 for wheat would actually be handling it at a loss.

The only item in the above figures which can be questioned is the one of dockage. The farmer should stand this dockage but it is a new proposition to this part of the country. Many dealers have not provided themselves with sieves with which to determine the dockage and a campaign of education of the farmer must be conducted by the country grain dealer. The thrasher will try to increase his profits by not cleaning the wheat properly. The farmer will naturally object to the dockage. Therefore, we estimate that the country grain dealer will easily be the goat to the extent of 1% on this question of dockage.

We understand that the new Advisory Committee of the Food Administration is to meet some time during June for the purpose of ironing out all questions relative to the handling of the new wheat crop. We sincerely hope that they will act promptly and give the country grain dealers some definite price on which to work.

The Food Administration undoubtedly expects the country dealers to make a reasonable profit. Most dealers are patriotic and do not wish to antagonize the Food Administration or the Government in the slightest degree. As far as we are concerned, we want to handle this wheat strictly according to Hoover. We wish to know at once the price we should pay the farmer for his wheat. If you will settle this question in our minds, it will be greatly appreciated.—Yours very truly, Central Illinois Grain Company, Per U. J. Sinclair, Pres., Ashland, Ill.

Ans.: President Wilson's proclamation of Feb. 21, 1918, published in the Grain Dealers Journal of Feb. 25, page 299, names a graded scale of prices (\$2.00 to \$2.28) to be paid the producer for No. 1 northern at different terminal markets.

The producer may ship his wheat to any of these markets he chooses, which he believes will pay him best. If the producer does not see fit to ship his own wheat and prefers to sell at his home town to the local country shipper he can not demand of the country shipper any fixed margin below any of the named terminal markets. The government, so far, has not indicated a purpose to buy at country points, and will not be a competitor of the country shipper. The government has not indicated the price the shipper shall pay at the country point. The farmer can not demand \$2; but must accept whatever the dealer is able to pay; and besides all the items named by Mr. Sinclair the shipper is allowed a reasonable profit, to be deducted from the price paid the grower.

The grain dealer's profit was fixed by President Wilson in his proclamation or order of Nov. 27, 1917, in which he declared that "the just, reasonable and fair profit is the average normal profit which persons engaged in the same business and place obtained prior to July 1, 1914, under free competitive conditions." It should be distinctly understood that this refers to profit, not margin covering cost of doing business. The cost of doing business is in no sense profit, but is expense.

If a country shipper handled 200,000 bus. during the crop year preceding July 1, 1914, and cleared \$4,000, equal to 2 cents per bushel, he can, under authority of Pres. Wilson's order, figure the expense of shipping the wheat to markets and deduct therefrom 2 cents per bushel for profit. His neighbor at the next station may have netted 3 cts. clear during the year prior to July 1, 1914, and is authorized to deduct 3 cents for profit.

The farmer is in no position to complain against the profit taken by the country buyer, for the government assures him a square deal by holding itself out to buy the wheat if he (farmer) chooses to ship it himself.

Pres. Wilson's order of Nov. 27 was negative as to fair profit. The order left it optional with the Food Administrator whether he should indicate what margin over cost would return such a profit. The F. A. has not to date made such a finding for the grain trade generally. The dealers

in foodstuffs the country over are so numerous the task of calculating each grower's and butcher's and flour dealer's and grain man's profit is so stupendous that he can not be criticised for not having done so. Margins of profit were fixed for distributors of flour, from the jobber and wholesaler down to the retailer, and they were so liberal that flour handlers have no cause for complaint.

The foregoing is the situation prior to the announcement of new regulations that may be promulgated as the result of the June 12 conference with the Grain Corporation at New York.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

D. L. & W. 29809, North bound on C. & E. I. Local, passed thru Martinton, Ill., June 4, leaking yellow corn. Loose sheathing. No chance to repair.—Farmers Martinton Elvtr. Co., O. W. Ripsch, mgr.

C. C. C. & St. L. 43421, passed thru Culom, Ill., May 30, leaking corn at corner post. Car stopped here to transfer grain.—M. R. Meents & Sons, Willard C. Meents, asst. mgr.

L. & N. 15770 passed thru Lochiel on May 16 on north bound local leaking oats at lumber door. No time to make repairs.—Joe A. Stone, Fowler, Ind.

G. T. 11599 and I. C. 33882 in a Big Four freight train were leaking badly May 10 as seen from a traction car coming from Indianapolis to Anderson. The grain seemed to be wheat.—Fred D. Wright, Wellington Milling Co., Anderson, Ind.

Southern 18144 passed thru Boyleston, Ind., Apr. 29, leaking shelled corn at corner of car. Was running out in a small stream. No chance to repair.—McComas & Brant, A. P. Butz.

Induce Growers to Hold Wheat.

In view of the contemplated early and heavy marketing of the new wheat crop which threatens a congestion of transportation and finance the com'te on wheat production and conservation at Indianapolis, Ind., recently adopted the following timely and well advised resolutions:

WHEREAS, It has always been the custom for a large per cent of the farmers to store at home and otherwise provide for and carry a very large per cent of each crop until they could be absorbed by the market and this has been accomplished early in anticipation of advancing prices to be paid by the consumers when they were ready and able to receive and appropriate the same; therefore, be it

RESOLVED, That it is the sense of this com'te that some provision should be made by the government to compensate the farmers for storage in carrying this wheat, subject to the order of the government, and that such compensation should be sufficient in amount to cover interest, insurance, shrinkage and reasonable compensation for extra trouble of binning and withdrawing same when required to make delivery thereof, and be it further

RESOLVED, That each producer, voluntarily or otherwise, storing or binning his wheat and retaining jurisdiction over the same, who desires to avail himself of the compensation suggested, shall within ten days from the date of threshing so notify his county food administrator, in such manner as may be prescribed, and such notice shall, in effect, constitute a contract with the government, whereby the producer agrees, in consideration of the compensation provided, to deliver said wheat to the market within thirty days from date of the order so to do.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Steady Market for Cob Meal.

Grain Dealers Journal: The tin mills of the Pittsburgh district, which are considered essential industries, have been using middlings almost exclusively as a cleaning material, but in hope of conserving middlings for other purposes, they have expressed a willingness to use corn cob meal to a certain extent. If the tin mills could be educated to using cob meal advantageously, it would make a steady market for this by-product the year round and prove a source of revenue to dealers who keep their cobs dry and clean.—Very truly yours, Newsome Feed & Grain Co., Pittsburgh, Pa.

Scoopers Should Not Be Licensed or Permitted.

Grain Dealers Journal: Why should a man with no money invested in grain handling facilities and without a Food Administration license be permitted to ship in and sell grain to farmers, while the regular dealer with established overhead expenses must take out a license and be controlled by the regulations of the Food Administration?

A man shipped five cars oats into this station and as one car was 800 bus. short, he had to borrow money to make good the shortage. I think that only dealers having facilities should be licensed to handle grain; in fact it seems decidedly unfair that any others are permitted to handle grain. What do other regular dealers think about it?—E. P. C. Thomas, Okla.

Extra Hopper for Receiving Grain from Trucks.

Grain Dealers Journal: We note that some country elevators are confronted with the necessity of providing facilities for receiving grain from heavy trucks. I wish to venture a suggestion which I think will meet the needs of many country elevator operators. The ordinary driveway approach was not built with the expectation of supporting a 5-ton truck and many of the elevator driveways would crumble under such a load.

I would suggest that a supplementary receiving hopper be built on the outside of the elevator and hopped to the receiving sink. This hopper should be high enough so that grain can easily be scooped into it from trucks carrying bulk grain and also to facilitate the emptying of sacks from the truck. By receiving grain from trucks in an outside sink, they will not congest the driveway and interfere with the receiving of wagon grain, in fact a number of wagons can be driven over the regular dump at the same time the truck is being unloaded. Such an arrangement would not prove very expensive and I feel certain it would give some relief, until a better mechanical device is brought forward for facilitating the receiving of bulk grain from truck boxes.—Very truly, J. L. Lininger, mgr., Rumpel Mill & Elvtr. Co., Weston, Mo.

Favors Metric System.

Grain Dealers Journal: Replying to Mr. H. Bullerdiek, page 840 of Journal for May 25, in regard to handling grain by the metric system, will say that we are very much in favor of that system of handling all grain, seeds and other commodities.

We buy oats, corn, barley and rye on the hundred weight basis and find it much more convenient than the old bushel system. I think every grain man and association should join in trying to bring the metric system into universal use.—Very truly, Columbus Farmers Elev. Co., S. H. Hanson, Mgr., Columbus, O.

Do not fail to read Tolstoi's article on the metric system pg. 839 of same number.

Good Idea for Dumping Grain from Trucks.

Grain Dealers Journal: Relative to dump for handling auto truck we are pleased to advise that we have received a novel idea from one of our good customers, Mr. Bert Miller of Miller & Walker, Flora, Ind. He informs us that 75% of the grain is now carried in Ford Trucks and he feels sure that within a short time all his customers will be so equipped.

His idea is to have each farmer build a false body on the truck with hooks on the front end. These hooks can then be connected onto the rings of the overhead wagon dump with which his elevator is equipped. In this manner there will be no damage to the truck and there will also be a lighter load to handle. The average load on a truck runs about 70 bus. of wheat. All the dump will have to handle then is the weight of the false body, and the 70 bus. of wheat.

We have figured up a friction drive to take the place of the hand mechanism on a Standard overhead wagon dump, complete equipment to cost about \$133 net.—Very truly, Weller Mfg. Co., A. L. Weller, Treas., Chicago.

The Gay Life of a Grain Man.

Grain Dealers Journal: We have always felt that the life of a grain man in a small town was a snap. We have watched him for several years. All he has to do is to sweep out the office, take care of the fire, empty the ashes, make excuses for a declining market, keep a cool head with the general office force, chase the hoodlums out of the elevator, make out a minute daily, weekly and monthly report from two to three feet long without making a mistake, crank the jitneys for the old ladies, chase the dogs off the scales, go to the depot and see if there is any express for farmer Bill from Sears & Roebuck, keep the water cooler filled, be in a position to quote the hog and cotton market any hour of the day, drive the jaz mules into the elevator for the old men and boys, exceed your quota of grain in your territory, serve on the city council and school board, be a member of the fire department, take off five minutes for lunch and in that time answer six or seven phone calls, run your ankles hot back to the elevator and have some one claim he has waited five hours on you, play the part of the human dust collector while the elevator man is recovering from a case of hook worm, stay open until eleven or twelve o'clock at night waiting on some one to finish up thrashing.

After that nothing until tomorrow. Ho hum, it's a gay life.—Yours truly, W. E. McCarrick, Lone Wolf, Okla.

Discourage Scoop Shovelers.

Grain Dealers Journal: Scoop-shovelers have gotten most of the corn business of our town. They shipped in about 15 cars of corn last winter, while we had only 4 cars at our elevator.

This is a growing evil and should be combatted by the grain trade if they want to have much trade left in the future. About the only way this can be reached is for the jobbers and different people selling corn in car lots to stop selling to the scoop-shoveler. If they do so they will sell just as much corn and it will then come thru the legitimate channels. Otherwise they will wake up to find that the only corn business they will have will be with scoop-shovelers and farmers.—Cool Bros. Grain Co., Saline, Mich.

Loads Bulk Dust Into Cars.

Grain Dealers Journal: We have equipment for loading bulk dust at Port Covington Elevator where we blow our dust from the cleaners to the dust house, which is 800 feet away.

The spout goes into a cyclone, and the valves underneath switch the dust either into the dust house or direct into the car. It never requires more than one man to look after the loading of this dust.

We have a spout connected onto the main pipe line to spout leading from cyclone which enters into the car, and we control air from this spout with a valve arrangement so that the operator can get whatever blast he desires for blowing the dust back into the end of the car.

Several years ago I installed the same arrangement with the Irondale Elevator Co., South Chicago, Ill. I would be very pleased to show anyone who is interested in this matter, our system, or send them a plan of the arrangement.—Yours truly, J. A. Peterson, supt. elvtrs., Western Maryland Rlrd., Baltimore, Md.

Elevators Lose Shipping Facilities if Railroad Stops Operation.

Official notices have been posted at all stations along the Sidell & Olney Railroad to the effect that the road will cease to operate after midnight June 15 and that all freight and passenger trains will be discontinued.

Stockholders claim the road has been a losing proposition ever since it was built. At a recent hearing before the Illinois Public Utilities Commission vigorous protests were made by patrons of the road against the discontinuance of operation, and it is likely the Commission will find some way to keep it running.

The road is 85 miles long, running north and south, connecting 8 miles from the northern end, at Hume, with the Cincinnati, Indianapolis & Western Railroad, extending east and west from Cincinnati to Springfield, and of which system it is a part.

At the 17 stations on the line are numerous grain elevators, some of which have service on other lines, but the following have elevators said to be dependent solely upon the Sidell & Olney for shipping facilities:

Sidell Farmers Elevator Co., at Archie.
Westfield Elevator Co., Westfield.
A. M. Rutherman, Hunt.
E. B. Meeker, Hazel Dell.
C. M. Paxton, Oilfield.
Brockton Elevator Co., Payne and Warrington.
National Elevator Co., Hume, Hildreth, Gordon and Hughes.

War Affecting the Grain Trade.

HOOPER is planning to make a trip to Europe.

SWEDEN has released 400,000 tons of ships to the allies on terms which can not be made public; but which are mutually satisfactory.

THE MORMON CHURCH of Utah has emptied its granaries of 250,000 bus. of wheat in response to an appeal from the food administration.

NAVAL CONVOY has been provided for grain ships between the United States and ports where grain for Switzerland will be discharged.

THE AMERICAN HAY Co., of Goshen, Ind., has had its license suspended for 6 months by the food administration at Washington for refusing to accept 9 cars of hay and for asking a profit of \$8 a ton. Any relation to Johnson & Son?

MANY NEW firms in the corn meal manufacture will quit when they read Hoover's latest order: Rule 8. *Corn products must arrive in good condition.* The licensee shall ship all corn products in such condition that they shall arrive at destination point in the United States, cool and sweet and in merchantable condition, unless there is an express agreement in writing to the contrary.

NEW REGULATIONS governing the sales price of cereal products, beans and peas have been issued by Herbert Hoover, providing that "Rule 1. The licensee, without regard to market or replacement value at the time of such sale, shall sell the * * * commodities at not more than a reasonable advance over the average purchase price of all lots of the same grade and size of the same commodity in his possession or invoiced to him, not contracted to be sold."

THE AUSTRALIAN WHEAT BOARD returns show that on April 8 there was a balance of 1,011,000 bags of the 1915-16 harvest in Victoria and 1,186,000 in South Australia. Out of the total of 46,609,000 bags received into the 1916-17 pool, 2,797,000 have been shipped, of which 114,000 were sent from Victoria. Up to April 8 the receipts by the pool from the 1917-18 crop amounted to 33,446,000 bags. Of this quantity, 16,000 bags had been shipped from New South Wales.

THE FOOD ADMINISTRATION's estimate of the position on the first of June indicates a total available supply until the new harvest, including the grain which will be available from the farms, in country and terminal elevators, and mill elevators, of about 56,000,000 bus. of wheat. Of this 30,000,000 bus. must be exported before new wheat is available for export if we are to maintain the absolutely necessary shipments to our Army and the Allies. That leaves about 26,000,000 bus. for domestic consumption for the next two months.

FOR THE FOURTH time since the Government undertook the insurance of American ships the War-Risk Insurance Bureau of the Treasury has reduced the rate charged for the insurance. The last reduction in May reduces the rate on hulls and cargoes thru the war zone from American ports to ports of Great Britain and the Atlantic coast of France from 3 to 2 per cent. The original rate was 6½ per cent. Altho the submarines have become active on this side of the Atlantic Sec'y of the Treas. McAdoo, announces that the rate will not be raised by the government. Private underwriters have raised the rate on coastwise shipping from

7½c to \$1 per \$100. To the United Kingdom the rate has been advanced from 2½ to 3½ per cent.

IN ENGLAND BEER is recognized as a wholesome beverage for the workingman, and Herbert Hoover's long residence in London has qualified him to speak as an authority. In disapproving of the proposal to stop brewing in the United States Mr. Hoover wrote Senator Sheppard June 4: If brewing were stopped today beer would disappear from the liquor trade within one or two months and the whole country would be put practically on a whisky, brandy and gin basis, with some supplies of wine. The saloons would be left open and upon a basis of selling of drinks carrying 40 per cent or 50 per cent of alcohol, with some small supplies of wine, instead of a large proportion of their customers being served with a drink of 2¼ per cent alcoholic content and therefore, from a temperance viewpoint, much less harmful. It raises the very serious moral problem as to whether infinitely more damage will not result from such action than in a continuation of the use of this limited amount of foodstuffs in brewing.

Coming Conventions.

June 17.—Council of Grain Exchanges at Chicago.

June 18, 20.—American Seed Trade Ass'n at Chicago.

June 20, 21.—Indiana Grain Dealers Ass'n at Indianapolis, Ind.

June 25, 27.—Ohio Grain Dealers Ass'n at Cedar Point, O.

July 9, 11.—Tri-State Country Grain Shippers' Assn. at Minneapolis, Minn.

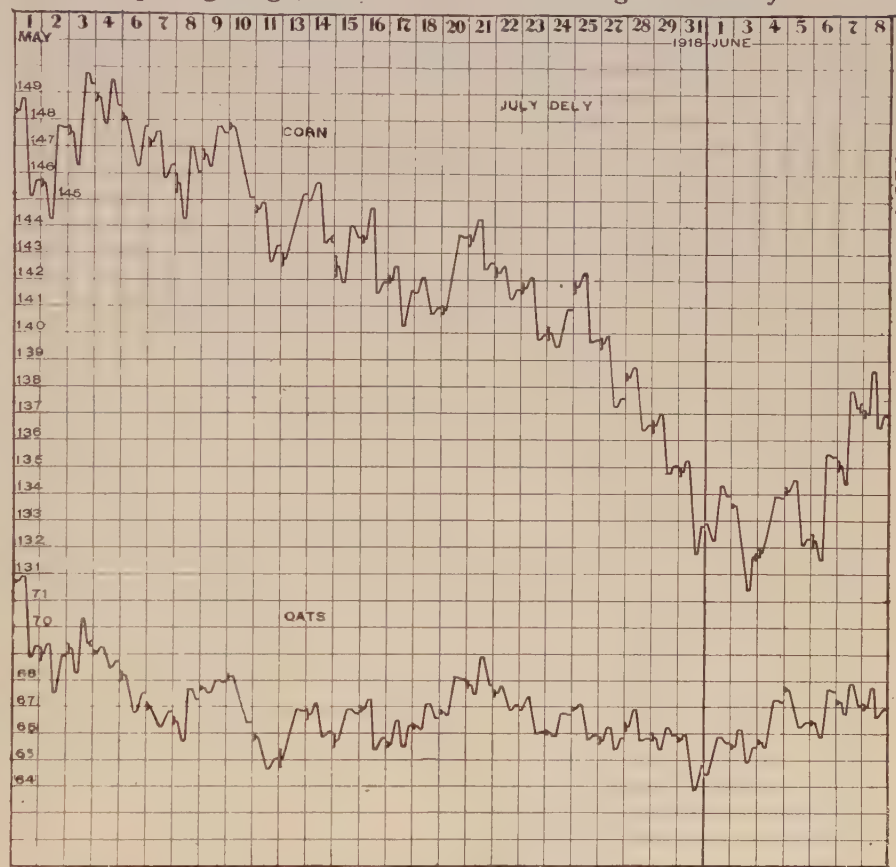
July 9-11.—National Hay Ass'n at Cleveland, O.

Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

IN ORDER to avoid confusion as to receipts of new and old wheat, please note on your weekly reports to this office, form WRC-1, in the column headed "Wheat," whether the receipts are old or new. This will apply only to line No. 2, and the word "old" or "new" should be written after the words "primary receipts (from farmers)".—D. F. Piazzek, agent F. A.

Opening, High, Low and Close at Chicago Since May 1.



Daily Closing Prices.

The daily closing prices of oats and corn for July delivery at the following markets for the past two weeks have been as follows:

		JULY OATS.											
		May 25.	May 27.	May 28.	May 29.	May 31.	June 1.	June 3.	June 4.	June 5.	June 6.	June 7.	June 8.
Chicago	.....	65½	65¾	65¾	65¾	64¾	65½	65½	67½	66¾	67½	67	63¾
Minneapolis	.....	67¾	67¾	67¾	67¾	66¾	66¾	65½	67½	67½	67¾	67¾	67¾
St. Louis	.....	65¾	65¾	65¾	65¾	64¾	65½	65½	66¾	65¾	67½	66¾	66¾
Kansas City	.....	65¾	65¾	65¾	65¾	64¾	65½	65½	66¾	66¾	67½	67	67
Milwaukee	.....	66	65¾	65¾	65¾	64¾	65½	65½	67½	66¾	67½	67	66¾
Winnipeg	.....	79¾	79¾	79¾	80½	79¾	80½	80½	82½	82½	83¾	84	83½
		JULY CORN.											
		May 25.	May 27.	May 28.	May 29.	May 31.	June 1.	June 3.	June 4.	June 5.	June 6.	June 7.	June 8.
Chicago	.....	139½	137	136¾	135	132¾	133¾	131½	133¾	132¼	135¾	137¼	136¾
St. Louis	.....	141½	139¼	138¾	137	134¾	135¾	133¾	135¾	134¼	137½	139¾	139¾
Kansas City	.....	144½	142¾	141½	139¾	137½	138¾	135¾	137¾	136¾	139¼	141½	141
Milwaukee	.....	139½	137¾	136¾	135	132¾	134	131½	133¾	132¼	135¾	137¼	136¾

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Walker sta. (Johnstown p. o.), Colo., May 28.—The rain that fell last night and today will help the wheat and other crops, as everything was very much in need of water. The ditch water is very low and some ditches are without water to date.—Walker Elvtr.

IDAHO.

American Falls, Ida., May 29.—Crop conditions in this part of the country are excellent at the present time, due to the recent rains. We are looking forward to the largest crop that we have had for years.—Northern Grain & Whse. Co., F. M. Trippner.

ILLINOIS.

Rockport, Ill., May 27.—Prospect for wheat is fine.—King Elvtr. Co.

Henning, Ill., June 6.—Crop prospects are good here, but we are needing rain.—McNeal & Prillaman.

Casey, Ill., June 7.—Corn all planted; good stand and looking fine. Oats, wheat and clover extra good.—Buxton & Appleby.

Mendon, Ill., June 6.—Local conditions favorable. Wheat all headed out and looking well. Oats heading, good stand. New clover meadows good. Timothy prospects only fair. Corn generally good stand; some damage being done by wire and cut worm; being well cultivated and making good growth. Ground in fine condition. Pastures good.—C. A. Chittenden.

Springfield, Ill., June 5.—Corn is doing well, but there is yet some to be planted. It is weedy in places, but cultivation is well started. Winter and spring wheat, oats, rye, meadows and pastures are in good to excellent condition. Wheat is well headed and oats are beginning to head. About June 18 wheat harvest will begin in Greene and Richland counties, oats in White County, and rye in Edgar and Henderson counties.—Clarence J. Root, meteorologist.

Chicago, Ill., June 3.—Conditions continued favorable over the spring wheat region, where the seeding was completed early in the month. The plant is farther advanced at this period than for many years, and sturdy enough to withstand the occasional hot days of early June, which often developed great damage to the tender growth. The acreage on the reports of our correspondents shows an average increase of 17 per cent, to a total of 21,678,000, which is 3,167,000 acres more than last year, and the largest ever seeded to this variety of wheat. The condition is above the average at 93.2 and on the government par method indicates a crop of 339,000,000. Considering the advanced stage of growth and the soil conditions, the prospect is good for 360,000,000 bus. The total wheat acreage is 58,075,000, and the indication on the averages used by the government is for a total crop of 948,000,000 bus., and on soil conditions indicates a crop of 1,020,000,000 bus., which if secured would equal the big crop of 1915. The requirements of this country for bread and seed on war basis do not exceed 500,000,000. Oats acreage shows an increase of 2.3 per cent or 1,431,000 acres above last year's final estimate. The condition is 90.9, which is above the average. On the Government's par for oats it indicates a crop of 1,480,000,000. The splendid soil condition suggests a final crop in excess of 1,600,000,000 bus. The probable corn acreage, which shows a decrease of 2.6 per cent or a total of 3,200,000 acres, leaving a possible acreage of 116,000,000, which is 10 per cent over the average of former years.—P. S. Goodman of Clement, Curtis & Co.

INDIANA.

Lebanon, Ind., June 7.—Excellent crop prospects at this date.—Shirley & Jones.

Maplewood sta. (Danville p. o.), Ind., June 1.—Crops are looking fine.—Wolfgram Grain Co.

Benton, Ind., May 27.—Grain all looks good and promise a bumper crop of all kinds.—C. W. Butler.

Frankfort, Ind., June 7.—Prospects never better for wheat, oats, corn and clover. In fact, everything looks fine.—Chas. M. Hornbeck.

Daleville, Ind., June 7.—Am getting ready to take care of exceptionally large crops of wheat and oats. Prospects are good for corn.—J. F. Shoemaker.

Carlisle, Ind., June 10.—If the present favorable weather prevails the farmers in this county will harvest the largest wheat crop in many years.—Carlisle Grain Co., J. C. Fairhurst.

Centerville, Ind., June 6.—We bid fair to handle the largest crop of wheat in this locality that we have handled for years, barring wet weather. Some long distance gun ain't it.—Creitz & Deardorff, R. P. Deardorff.

Sheridan, Ind., May 26.—Our wheat, oats and rye are fine. Corn not so good, as there is so much replanting. Soil in fine condition. Ten times as big wheat acreage as last year. Corn acreage smaller.—A. Smith & Co.

Evansville, Ind., June 4.—Wheat harvest will start in many sections of Southern Indiana about June 12. It is expected that many of the fields will yield from 30 to 40 bus. to the acre. This will be a much larger yield than last year.—C.

IOWA.

Baxter, Ia., June 7.—Very destructive hail storm thru north part of this territory June 1.—W. T. Thorp, mgr. Clark Brown Grain Co.

Bode, Ia., May 30.—Corn and small grain doing fine. Plenty of rain of late. Farmers are anxious to plant corn, but the ground is too wet.—Gilchrist & Co.

Clearfield, Ia., June 1.—Crops are looking fine. I never saw corn so far advanced for this time of the year. Some fields are getting grassy, but the corn is growing and it can easily be cleaned as soon as it dries off.—G. G. Garver.

Des Moines, Ia., June 11.—Excessive rains towards the close of last week and continuing in some sections till the 6th, caused much damage by overflow and erosion, particularly in central tiers of counties, extending from the Missouri nearly to the Mississippi. The crop damage in about fifteen central counties is estimated at about 5 per cent. Toward the close of the week the weather became more favorable, cultivation of corn was pushed rapidly on the uplands, and preparations were made on the lowlands for replanting to corn or seeding to millet and buckwheat. Crop prospects are generally very good and far ahead of this time last year; oats in some cases are too rank; winter wheat, rye and oats are heading in all sections of the state, and spring wheat north to the central districts; winter wheat shows improvement in the southwest.—Chas. D. Reed, meteorologist.

KANSAS.

Morrill, Kan., May 25.—General crop conditions here are fine.—G. E. Heald.

Latimer, Kan., May 24.—Crops never looked better, and this is one of the best grain shipping points.—X.

Hollywood, Kan., June 6.—Crops were never better in this locality. Wheat promises 20 to 25 bus. on an average.—G. L. Baker.

Meade, Kan., May 21.—Crops have gone dry. We had only one little rain. Wheat clear gone and oats are in bad shape. It is too dry to plant row crops.—Harry Schultz.

Bluff City, Kan., May 31.—We have the best prospects for a crop that we have had for 20 years. Everything looks good.—Emmett Berry.

Brenham sta. (Haviland p. o.), Kan., May 25.—Crop conditions look rather blue here at present, as we need rain badly.—Brenham Merc. Co., E. E. Smith, mgr.

Bloom, Kan., May 28.—Oats and wheat crop practically dried up. Fair crop of barley. Large acreage being planted to kafir, feterita and maize.—O. E. Bailey.

Almena, Kan., May 28.—We will have about a 25% wheat crop in Norton County. Corn crop has been damaged by cut worm; 25% of the acreage will have to be replanted.—M. S. Mellor.

Galva, Kan., May 28.—Good rains the past few days have helped wheat crop. If nothing happens between now and harvest we will have more than an average crop.—J. C. Van Fleet.

Walnut, Kan., May 24.—Wheat and oats are looking fine and the prospect is for a good crop. Corn is a little backward and some had to be planted over, but it is doing well now, and stands a good chance to make a good yield, but it is too early to base any opinion as to a yield at this time of the season.—I. E. Clark.

Salina, Kan., June 7.—From Wichita to Hutchinson, along the line of the A. V. I., the wheat crop is spotted and rather unsatisfactory. In that section there also is some rye, which looks good, and there is considerable rye in almost every wheat field, which means much of the grain will grade down on account of the mixture. From Hutchinson to Salina, on the Mo. Pac., wheat looks good quite generally, only an occasional field not showing up satisfactorily. The yield should be good. Here, also, there is some rye mixed in wheat fields. Growing corn getting a good start.—L.

MICHIGAN.

Otisville, Mich., June 5.—Oats and corn looking 100% better than last year at this time. Clover hay extra good, while timothy is short and looks weakly.—J. P. Burroughs & Son.

Lansing, Mich., June 5.—The average condition of wheat is 56 in the state, 52 in the southern counties, 46 in central counties, 65 in the northern counties and 96 in the upper peninsula. The condition on May 1 was 57 in the state, 53 in the southern counties, 51 in the central counties, 69 in the northern counties and 98 in the upper peninsula. The condition one year ago was 72 in the state, 70 in the southern counties, 66 in the central counties, 82 in the northern counties and 91 in the upper peninsula. The condition of rye is 72, of corn 94 and of oats 98; against 83 for rye, and 86 for oats a year ago. Compared with last year the acreage of corn is 97%, and of barley 106%. Threshers' returns to June 1 show the following results: Wheat, 772,575 acres, 13,925,108 bus.; rye, 323,452 acres, 4,534,317 bus.; oats, 1,240,352 acres, 44,814,252 bus.; barley, 129,045 acres, 3,319,962 bus.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Ellsworth, Minn., June 5.—Corn has been planted and is all up looking very good, good stand; oats fine; barley acreage a little more. Will have enough labor to harvest the crops; many of the women will work in the fields.—George Parden.

Minneapolis, Minn., June 12.—Our reports from northwestern country points this week are again very favorable on crop conditions, with the exception of Montana. In the northern part of the state around Havre, the ground is dry and the temperatures have been high. Other parts of the state also need moisture, but so far, we believe that the crops have suffered but slight damage, if any. Minnesota, North Dakota and South Dakota have had excellent growing weather for small grains. Some very heavy rains have fallen, but we cannot find that these have done any particular damage. The wheat, barley and oats in these states are showing fine growth and are in a most satisfactory condition. Many of our correspondents, who have lived in these states for years, report that they have never seen finer crops. Winter rye is of thin stand in many places,

but is nearly all headed and that sown in the stubble promises a good yield. The early flax is growing satisfactorily, from some places we have reports that the late sown has not started and is a little backward. Because of favorable soil conditions ground is still being broken for late flax, and it is probable that the decrease in acreage from last year will be less than at first anticipated. High temperatures of the week have benefited corn. The crop in parts of Minnesota and South Dakota is weedy and backward and needs cultivating. Dry weather and sunshine are necessary to bring it up to normal for this season of the year.—Van Dusen Harrington Co.

MISSOURI.

Kansas City, Mo., May 28.—W. J. Mensendieck, of the Mensendieck Grain Co., has just returned from a 2,000 mile trip thru Oklahoma and Kansas. He reports everything in the most favorable condition since the 1914 crop.

Grant City, Mo., June 6.—Our present prospects for wheat, oats and corn are the most encouraging we have had for many years, and with a favorable season we will certainly have bumper crops of grain, but the early spring was too dry for a big hay crop.—Iowa-Missouri Grain Co., J. C. Lutes, mgr.

Jefferson City, Mo., June 1.—Wheat prospects continued to improve during May. Winter wheat condition is 96%, indicating a yield of 49,999,000 bus., against 27,540,000 bus. in 1917, and 5-year average of 31,470,000. Total state yield of winter and spring wheat, 50,179,000 bus. Improvement was greatest in north Missouri, while southeast and south central districts went back slightly. A few chinch bugs are present in Vernon, Lawrence, Bates and Dade, but no county reports Hessian fly. Four counties have red rust, and smut is found at several points. The harvest drive will be on in full force by June 20. Spring wheat acreage in Missouri is more than doubled, now 12,950 acres at 92%, indicating 180,000 bushels. Heaviest seeding in Adair, Nodaway, Harrison, Shelby, Schuyler, Scotland and Livingston. Spring wheat acreage in U. S. 22,500,000, condition 95.2%, 91.6 in 1917 and 93.7 average, now indicating 344,000,000 bushels, 232,758,000 in 1917 and 256,751,000 average. Oats in Missouri improved from rains, especially in the north, where too dry. Large areas have short straw. Too much rain south of river for best development. Smut appears in many sections and hail damaged a few places. Condition 93%, same as 1917, and 83 average; 1918 crop is 1,480,000 acres, indicating 43,400,000 bushels, 59,200,000 in 1917, 30,705,000 average. Corn prospects in Missouri are 88%. Stand is generally good due to careful seed selection. Replanted fields are seen in all sections from poor seed and washing rains. Corn in north is farther advanced than last June, while in south and southeast sections planting has been delayed two to four weeks by excessive rains. The second cultivation is in progress.—E. A. Logan, field agt. of the U. S. Bureau of Crop Estimates, and Jewell Mayes, sec'y of the State Board of Agriculture.

MONTANA.

Coffee Creek, Mont., May 28.—Crops are looking fine. Having plenty of moisture.—E. W. Swanson, mgr. Farmers Mutual Grain & Supply Co.

Manhattan, Mont., May 27.—Crop conditions in this locality, 100%; 10% increase over last crop; 60% hard spring; 40% hard winter. Weather conditions thus far are ideal.—State Mlg. Co.

Riebeling, Mont., June 6.—Unless we have rain within the next week there will be no harvest here this fall. Grain is burning now and it can't possibly stand the drouth much longer.—Rocky Mt. Elvtr. Co., Thos. Wells, agt.

Ronan, Mont., June 1.—Grains have taken good root, and with warm weather and moisture will respond with a rapid growth. In previous years the average precipitation for June has been 2.977, and for July, 1.730. Having been deficient in April and May, it is reasonable to con-

clude that we will at least receive our average June and July precipitation, which would be sufficient to make a fair crop. Should we get a little excess over the average, and at the proper intervals, there is still opportunity for a big crop. On a basis of the foregoing, the condition of winter wheat is placed at 80%, spring wheat at 88% and oats at 88%.—W. T. Glese, mgr. grain dep't, Stanley Searce.

NEBRASKA.

Hildreth, Neb., June 5.—Hot and dry here at present. Prospects for wheat fair.—R. H. Vannier.

Doniphan, Neb.—Wheat hurt by dry weather. Other small grain looking good. Corn coming up fine. No replanting that I know of.—Farmers Elvtr. & Mlg. Co., C. G. Briggs, mgr.

Loma, Neb., May 28.—The outlook for the oats crop is good, but wheat will make only about a half normal crop. The corn is healthy looking and the stand is fine.—Loma Grain Co., Alois Ruzicka, prop.

Hubbell, Neb., May 24.—The recent rains are making things look good for the crop of 1918. Wheat, oats and barley look fair. Corn planting almost finished and some corn up.—Hubbell Farmers Elvtr. Co.

Palisade, Neb., May 29.—Winter wheat needs rain badly, and the best fields are now the poorest. If we get rain soon we will have a good crop of wheat yet. All spring grain is looking fine.—E. A. Felzien, agt. Shannon Grain Co.

OHIO.

Brice, O., June 3.—We have some increase in wheat and corn acreage. Good stand of both grains. Wheat in Central Ohio will yield 25 bus. to the acre, and will be ready to cut by the 25th. Farmers are cultivating corn. We have ample moisture.—J. H. Motz.

Antwerp, O., May 29.—We have the best crop prospects this locality has known for years. Oats are almost 30 days ahead of same time last year. Corn coming good and some of it is being plowed second time. Clover fields are a beautiful sight. It looks like a bumper crop of everything.—Teegardin Grain Co., R. D. Teegardin.

Maplewood, O., June 8.—Everything lovely in this neck of the woods. Growing crops looking fine. Oats good. Wheat in head with an average crop in prospect. Corn growing nicely, which bids fair to a good prospect barring trouble experienced by bad seed, large sized cut worms, and an indefinite number of ants. But above all we are all trying to help whip the Kaiser.—J. M. Fence Grain Co.

Rossburg, O., May 31.—The general condition of crops thruout this section is excellent. There are good chances for a big crop of wheat, even tho some of the fields are rather bare in places. It looks like oats would be a bumper crop. The farmers are "ahead of the game" with their corn and the prospects are fine. Clover is another crop that looks exceptionally good. In driving thru the country, things in general never looked better to the writer.—Daniel Burns & Co., L. E. Burns, mgr.

Columbus, O., June 1.—In this month's report we have changed the standard of reporting from a normal or comparison of last year's crop to prospect based on a 10-year average production, therefore the per cent this month will be higher than if reported on the old method. The area seeded to wheat is estimated at 1,893,145 acres, and from its present appearance the crop should produce approximately 34,676,610 bus. In some sections of the state damage by fly and joint worm is reported, but the reports are not general. Wheat prospect is estimated at 108%, compared with 88% a year ago. Spring wheat is reported at 92%. Oats seeding was retarded some owing to wet weather at that time, but the plant has made excellent growth and is estimated at 106% compared with an average yield, based on 37.2 bushels per acre, representing 100%. One year ago the prospect was estimated at 86%. The estimated area seeded to oats is 1,618,431 acres, an increase of 79,588

acres over that of 1917, and based on present prospect the crop should produce approximately 63,118,809 bus. The present prospect of rye is estimated at 114% compared with an average yield. One year ago the prospect was reported at 86%. The area seeded to rye is 96,719 acres. From the prospect now estimated this should produce about 1,500,000 bus. Winter barley is reported at 97%, while the prospect of spring barley is estimated at 109%. Same last year 88 and 90%. The estimated area planted to corn for 1918 is 3,429,667 acres, an increase of 42,158 acres over that of 1917. Owing to the wet weather corn planting has been very late and there is a great amount that is not in at this date. Every county in the state reports replanting, some a second time due to poor seed and cut worms.—N. E. Shaw, sec'y, Ohio State Board of Agriculture.

OKLAHOMA.

Billings, Okla., May 28.—We will have a little better than average crop of corn and oats.—Wm. Hayton.

Adair, Okla., June 4.—We are about to begin harvesting a big crop of oats and wheat. Corn is growing fine, but is backward.—Mohn & Rinker.

Vinita, Okla., May 28.—Wheat crop will be ready to harvest in about two weeks. If everything is favorable we will have a bumper crop of wheat and oats.—P. S. Sutton.

Enid, Okla., June 5.—Had a wonderful rain last night and while it was not needed for wheat or oats think it will do no harm. Prospect excellent and some little soft wheat being cut. Harvest will begin in earnest Monday.—C. A. Lovell.

Waukomis, Okla., June 4.—Crops in this section are certainly wonderful. We never had better wheat and it appears to be ripening in good condition. Farmers will start cutting next Monday while a few fields may be cut this week. Oats also excellent prospect.—C. A. L.

Jefferson, Okla., June 6.—Growing wheat in this, the north central, part of Oklahoma is in excellent condition and promises to make a yield fully the equal of that of any recent year. Some soft wheat has been harvested near Waukomis and harvest will be general about June 10. Oats, also, promise a good year.—L.

Afton, Okla., May 31.—Wheat and oats are looking fine. Prospects are for a bumper crop of both. Plenty of moisture, and weather conditions are ideal for maturing small grain. Corn is growing fast and farmers in general seem to be contented. Everything seems to be moving along better than usual I think.—Afton Grain & Coal Co., W. Hunsinger, mgr.

Enid, Okla., June 8.—The wheat crop in some of our northern counties, particularly in Garfield, Kay, Alfalfa and Grant counties, is excellent and bids fair to yield the biggest crop we have ever had. It has been raining continuously for some time and may interfere materially with the harvest unless we have some dry weather. Spring crops look fine all over the state.—Randels & Grubb.

Oklahoma City, Okla., June 1.—Wheat shows a growing condition of 73%. This is a decrease of 5%, compared with the condition of 1 month ago. The condition of wheat at the same time 1 year ago was 68%. This decrease in the growing condition is due to the poor showing of the counties in the Southwest, extreme Western and Northwest parts of the state. In these sections there has been very little moisture, and wheat is showing up very poorly from this reason alone. In 18 of the leading wheat counties the condition has changed very little during the past month, reports showing that growing conditions have been very favorable. Condition of oats is 74%; corn, 81%; alfalfa, 80%. The same date last year showed oats, 71%; corn, 78%; alfalfa, 78%. In almost all parts of the state, the first cutting has been completed. Kafir and milo show an increase of 7% and sorghum, 3%. The acreage in alfalfa this year is

1% less than last year. Broom corn shows a 2% decrease in acreage. The Sudan grass acreage has been increased 1%, barley and rye decreased 1%.—Oklahoma State Board of Agriculture, Frank M. Gault, pres.

OREGON.

Island City, Ore., May 24.—The crop prospect for the Grande Ronde Valley, up to about 10 days ago, was about the best we have ever had, but crops are greatly in need of rain and warmer weather. Cold winds from the north have been holding the grain back and it is practically at a standstill. We have had several little threatening showers, but none of them amounted to enough to do any good. In case we do not get warm rain right away the fall grain is going to be badly hurt.—M. W. Kiddle, ass't mgr., Pioneer Flouring Mill Co.

SOUTH DAKOTA.

White Lake, S. D., June 5.—Crop conditions very favorable. Small grain, rank, due to excessive rains of last 10 days.—White Lake Mfg. Co.

Crooks, S. D., June 1.—Crops are looking good. Weather favorable for corn. Small grain well advanced for this time of year.—Merchants Elvtr. Co., G. A. Burk, mgr.

Broadland, S. D., May 24.—Crop conditions are fine here to date, and with favorable conditions from now on we should have one of the largest small grain crops in the history of the country. Corn acreage is cut greatly on account of the poor quality of seed.—Broadland Equity Union Exchange, W. F. Lytle, mgr.

TEXAS.

Mission, Tex., June 7.—We have fine prospect here for a corn crop.—Farmers Grain & Elvtr. Co., J. E. Baker, mgr.

Mertens, Tex., May 25.—Both wheat and oats promise a good yield. There has been some harvesting done to date.—J. W. Langford.

Dalhart, Tex., June 8.—No old maize left here, but we have the best prospects we have ever had for a large crop with which to whip the huns.—Schuhart Grain Co.

Fort Worth, Tex., June 1.—Saw oats being harvested today. Wheat also being cut in Texas, but I didn't see any of it. Condition good and papers tell of rain today in the Panhandle.—L.

Hoover, Tex., May 24.—Wheat crop in this section is dying for lack of rain. Planting of the sorghum grains is being delayed for the same reason.—L. C. McMurry Grain Co., E. E. Cole, agt.

Lubbock, Tex., May 30.—Wheat crop in the Panhandle is almost a complete failure, also the oat crop. It is too early to predict just what the row crop in this section will be, tho the acreage is far in excess of what it has ever been.—Jackson Bros., A. W. Jackson, mgr.

Pampa, Tex., June 7.—Plenty of moisture here now. Have had about 7 inches of rain in past 2 weeks. Too late for wheat. Farmers are busy planting maize and other row crops.—Pampa Grain Co., A. C. Matthews, mgr.

WYOMING.

Deaver, Wyo., May 22.—We have prospects for a bumper wheat crop in the newly developed, irrigated Big Horn Basin of Wyoming.—Deaver Grain Co., E. T. Long, mgr.

CEREAL CROPS in Tunisia are semi-officially reported to be growing under favorable conditions. The acreage is larger.

FIFTY CARLOADS of pinto beans have recently been ordered by the allied governments for shipment from Colorado overseas.

F. C. VAN DUSEN of Minneapolis, Minn., has been made a member of the Advisory Com'te of the Grain Corporation in place of G. F. Ewe.

Government Crop Report.

Washington, June 7.—The crop reporting board of the Bureau of Crop Estimates makes the following estimates of the acreage and condition June 1:

	Condition June 1,	
*Acres. 1918.	†Bus. 1917.	
Winter wheat...	36,392 83.8	587 418
Spring wheat...	22,489 95.2	344 233
All wheat.....	58,881 87.7	931 651
Oats	44,475 93.2	1,500 1,587
Barley	9,108 90.5	235 209
Rye	5,435 83.6	81.0 60.1
Hay, all	69,531 89.0	†107 †94.9

*000 omitted; †millions; ‡tons.

WINTER WHEAT.

	Condition June 1, 1918, Pct.	Condition June 1, 10-yr. av. Pct.	Forecast 1918, from June 1 condition, ‡Bus.	Dec. estimate, 1917, ‡Bus.	Dec. estimate, 5-yr. av., 1912-16, ‡Bus.
N. Y....	73 88	75 88	7,526	8,385	8,107
Penn....	80 88	80 88	23,730	24,482	23,732
Md....	81 88	81 88	10,603	11,475	10,186
Va....	86 89	86 89	20,851	17,920	12,543
N. C....	93 87	93 87	13,319	9,765	7,735
Ohio....	87 80	87 80	35,816	41,140	28,638
Ind....	97 76	97 76	50,809	33,392	31,623
Ill....	95 73	95 73	51,553	30,400	33,586
Mich....	55 81	55 81	8,416	15,210	14,164
Iowa....	85 84	85 84	8,411	2,975	9,742
Mo....	96 75	96 75	49,999	27,540	31,470
Neb....	70 82	70 82	43,049	7,164	60,913
Kan....	78 74	78 74	97,114	45,670	111,553
Ky....	100 81	100 81	13,808	9,000	9,434
Tenn....	95 84	95 84	10,321	4,330	8,710
Tex....	55 78	55 78	8,340	16,200	15,503
Okla....	74 73	74 73	32,267	35,650	30,803
Mont....	89 88	89 88	16,692	7,865	13,899
Colo....	84 88	84 88	9,572	7,728	6,392
Utah....	87 92	87 92	4,782	3,220	5,028
Idaho....	96 93	96 93	8,213	5,580	9,399
Wash....	90 90	90 90	10,466	10,858	27,855
Ore....	93 93	93 93	12,811	8,400	14,483
Cal....	73 78	73 78	6,469	7,425	5,986
U. S....	83.8 80.8	83.8 80.8	586,915	418,070	552,594

†In thousands.—I. e., 000 omitted. *Nine-year average.

SPRING WHEAT.

	Acreage, 1918, *Acres.	Condition June 1, 1918, Pct.	Condition June 1, 10-yr. av., Pct.	Forecast June 1, from June 1 condition, ‡Bus.	Dec. estimate, 1917, ‡Bus.
Minn....	4,038 98	94	94	65,294	56,525
N. D....	7,630 93	93	93	92,247	56,000
S. D....	4,243 102	95	95	56,262	50,314
Wash....	1,728 90	94	94	33,437	18,360
U. S....	22,489 95.2	93.7	93.7	343,987	232,758

OATS.

N. Y....	1,389 97	90	90	46,758	44,625
Penn....	1,210 98	89	89	42,332	41,125
Ohio....	1,917 97	86	86	76,239	78,100
Indiana....	1,893 98	87	87	68,640	76,440
Illinois....	4,794 98	87	87	192,623	244,400
Michigan....	1,653 97	88	88	60,310	56,575
Wis....	2,340 96	93	93	87,610	99,000
Minn....	3,282 95	94	94	115,362	120,250
Iowa....	5,302 97	95	95	200,575	246,750
Missouri....	1,480 93	83	83	43,357	59,200
N. Dak....	2,524 92	93	93	71,981	38,625
S. Dak....	1,944 98	94	94	62,869	65,450
Nebraska....	2,856 89	91	91	85,152	115,444
Kansas....	2,261 84	80	80	64,574	70,804
Texas....	1,510 65	78	78	37,297	37,030
Okla....	1,265 81	72	72	32,277	26,430
Mont....	680 94	95	95	30,042	13,609
U. S....	44,475 93.2	89.4	89.4	1,500,049	1,587,286

BARLEY.

Wis....	708 96	93	93	21,410	19,200
Minn....	1,456 96	93	93	37,740	37,800
Iowa....	360 95	95	95	10,260	10,500
N. Dak....	1,697 93	92	92	34,721	22,812
S. Dak....	1,122 99	94	94	27,770	26,520
Kansas....	720 80	78	78	14,400	7,500
Colorado....	176 90	92	92	5,940	5,544
Idaho....	180 95	96	96	7,182	5,510
Wash....	173 95	94	94	6,903	4,930
Oregon....	182 85	94	94	5,724	5,278
Calif....	1,310 75	82	82	33,405	39,150
U. S....	9,108 90.5	90.4	90.4	235,272	208,975

*In thousands.—I. e., 000 omitted. Field peas showed a condition of 104.3 and field beans 102.7 on June 1, compared with the 10-year average.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

COLORADO.

Walker sta. (Johnstown p. o.), Colo., May 28.—The farmers have turned in all their wheat as requested by the government.—Walker Elvtr.

ILLINOIS.

Henning, Ill., June 6.—Movement of corn is going to be small until after the harvest.—McNeal & Prillaman.

Peoria, Ill.—We have pretty fair receipts and a good demand for good corn. Poor corn is rather slow and hard to dispose of. While the distillers are grinding a good deal of poor stuff for alcohol for powder purposes they bot a lot of it in Chicago last winter and had it kiln dried and that is coming down here now. They are not buying such an awful lot in our market. Iowa has been buying quite a lot of corn in this market.—T. A. Grier & Co., J. A. Waring, sec'y.

INDIANA.

Carlisle, Ind., June 10.—Harvesting of wheat will begin here this week.—Carlisle Grain Co., J. C. Fairhurst.

IOWA.

Baxter, Ia., June 7.—Very little grain on the move here.—W. T. Thorp, mgr. Clark Brown Grain Co.

KANSAS.

Wichita, Kan., June 6.—Wheat harvest has started in Southeast Kansas.—R. B. Waltermire, sec'y, Board of Trade.

MONTANA.

Coffee Creek, Mont., May 28.—All grain has been hauled in from the farms.—E. W. Swanson, Farmers Mutual Grain & Supply Co.

TEXAS.

Mertens, Tex., May 25.—There will be some wheat and oats to be shipped from here this season.—J. W. Langford.

Mission, Tex., June 7.—The corn crop will begin to move by July 10.—Farmers Grain & Elvtr. Co., J. E. Baker, mgr.

Wheat Movement in May.

Receipts and shipments of wheat at the various markets during May, compared with May, 1917, were as follows:

	Receipts. 1918.	Receipts. 1917.	Shipments. 1918.	Shipments. 1917.
Baltimore	83,332	2,723,261	3,475,615	3,475,615
Chicago	190,000	3,939,000	356,000	2,879,000
Cincinnati	15,050	15,050	15,050	15,050
Detroit	15,000	326,000	73,000	59,000
Duluth	84,289	3,260,291	166,749	10,319,998
Indianapolis	116,250	102,500	1,250	31,250
Kansas City	201,600	3,132,000	29,700	3,921,760
Minneapolis	5,073,980	7,489,790	621,030	5,238,740
New York	703,600	703,600	240,060	240,060
Omaha	472,800	1,333,200	172,800	1,042,800
Peoria	44,400	298,800	15,000	248,700
St. Louis	304,993	2,745,990	306,270	2,754,830
Toledo	123,000	202,400	23,600	431,000
Wichita	133,200	517,200	225,000	225,000
Winnipeg	3,867,325	23,021,850		

Corn Movement in May.

Receipts and shipments of corn at the various markets during May, compared with May, 1917, were as follows:

	Receipts. 1918.	Receipts. 1917.	Shipments. 1918.	Shipments. 1917.
Baltimore	644,223	909,267	200,193	1,059,337
Chicago	5,894,000	5,060,000	3,203,000	3,141,000
Cincinnati	270,000	270,000	118,800	118,800
Detroit	314,000	136,000	126,000	63,000
Duluth			61,591	1,417
Indianapolis	1,121,250	1,882,500	352,500	1,126,000
Kansas City	2,637,500	1,406,350	2,908,750	938,750
Minneapolis	630,680	440,820	569,330	519,040
New York	645,400	645,400	533,175	533,175
Omaha	2,889,600	2,174,200	3,452,400	2,548,000
Peoria	3,640,985	2,139,800	1,078,950	636,050
St. Louis	1,716,436	1,906,800	1,351,100	1,203,230
Toledo	208,900	234,000	116,200	208,700
Wichita	138,000	92,000	78,000	36,400

Barley Movement in May.

Receipts and shipments of barley at various markets during May, compared with May, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	281	65,883	.....	211,832
Chicago	1,338,000	990,000	233,000	542,000
Duluth	176,109	301,770	619,497	1,565,008
Kansas City	24,000	16,500	12,400	22,100
Minneapolis	1,001,660	843,840	1,941,390	1,617,710
New York	176,175	.....	251,939	.....
Omaha	111,600	19,600	149,400	28,000
Peoria	67,200	234,900	870	230
St. Louis	51,200	52,800	12,110	5,640
Toledo	218,800	.....	.....	.....
Winnipeg	266,500	912,600	.....	.....

Oats Movement in May.

Receipts and shipments of oats at the various markets during May, compared with May, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	2,466,558	2,932,486	2,014,778	2,146,545
Chicago	9,030,000	8,596,000	7,436,000	10,200,000
Cincinnati	257,600	.....	214,400	.....
Detroit	267,000	426,000	70,000	36,000
Duluth	58,893	422,050	91,689	3,131,183
Indianapolis	1,501,200	1,422,000	657,000	586,800
Kansas City	107,100	722,600	850,500	1,116,000
Minneapolis	1,268,100	951,500	2,787,700	2,863,110
New York	3,056,000	.....	2,354,878	.....
Omaha	1,238,000	1,234,000	1,960,000	1,678,000
Peoria	1,072,800	1,034,900	1,286,850	863,950
St. Louis	2,235,575	2,004,600	3,433,370	1,980,610
Toledo	328,300	179,200	271,000	297,200
Wichita	60,000	21,000	42,000	12,000
Winnipeg	3,305,250	11,339,250	.....	.....

Rye Movement for May.

Receipts and shipments of rye at the various markets during May, compared with May, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	27,459	874,383	24,363	1,137,035
Chicago	146,000	322,000	105,000	462,000
Cincinnati	17,600	.....	18,700	.....
Detroit	11,000	26,000	4,000	4,000
Duluth	158	42,424	5,292	176,408
Indianapolis	17,500	.....	7,500	1,250
Kansas City	31,900	11,000	23,100	28,600
Minneapolis	294,420	232,000	250,480	298,170
New York	76,250	.....	95,842	.....
Omaha	22,000	24,200	13,200	40,700
Peoria	26,400	12,000	18,000	51,800
St. Louis	4,079	3,300	6,590	6,490
Toledo	41,000	1,800	8,200	8,700
Wichita	1,000	4,000	1,000	4,000

HELP your Government and yourself at the same time—buy War Savings Stamps.

REMEMBER that National War Savings Day is June 28. Pledge yourself on or before that day to save to the utmost of your ability and to buy War Savings Stamps that there may be more money, labor and materials to back up those who fight and die for you.

The Rate Increase Order.

As time passes opposition is growing to the general freight rate increase scheduled to go into effect June 25. Representatives of the Southern Traffic League and southern senators on June 8 protested to the railroad administration against the double imposition on intra-state commerce.

In an opinion given out June 8 the authority of Director General McAdoo to increase rates wholly within a state is questioned by William L. Ransom, chief counsel of the New York State Public Service Commission.

A formal complaint against the rate advance has been made by the Corn Belt Meat Producers Ass'n, American Petroleum League, National Live Stock Shippers Protective League, Illinois State Live Stock Ass'n, National Federation of Shippers and National Council of Farmers Co-operative Ass'ns.

Among the provisions in the director-general's order are:

The minimum charge for carload shipments shall be \$15 per car. Does not apply to charges for switching service.

Rates in cents or in dollars and cents per 100 lbs., or per package, fractions of less than $\frac{1}{4}$ or .25 to be omitted; fractions of $\frac{1}{4}$ or .25 or greater but less than $\frac{1}{2}$ or .75 to be shown as one-half ($\frac{1}{2}$); fractions of $\frac{1}{2}$ or .75 or greater to be increased to the next whole figure.

Interstate commodity rates on the following articles in carloads shall be increased by the amounts set opposite each. Wheat, 25 per cent, but not exceeding an increase of 6 cents per 100 lbs. Other grain, new wheat rates. Flour and other mill products, 25 per cent, but not exceeding an increase of 6 cents per 100 lbs., and increased rates shall not be less than new rates on wheat.

Intrastate commodity rates shall be increased as when in paragraphs A and B of this section where there are no interstate commodity rates published on substantially the same commodities between the same points, and shall be subject to the minimum weights applicable on interstate traffic in the same territory.

All interstate class rates shall be increased 25 per cent.

All intrastate class rates shall be increased 25 per cent where there are no interstate class rates published between the same points and shall be governed by the classification, viz., Official Classification, Southern Classification or Western Classification, exceptions thereto, and minimum weights which generally govern the interstate rates in the same territory, except that the Illinois Classification will be used between points in the State of Illinois.

BREAD made of wood invented in Sweden has been found to be both nutritious and palatable.

Railroad Administration's Order on Lawsuits.

Confirming prior informal instructions, W. G. McAdoo, director general of railroads, recently issued a formal order governing the prosecution of suits against the carriers.

Mr. McAdoo gives as his authority for ordering the discontinuance of suits against carriers, Sec. 10 of the act of Mar. 21, 1918, providing "But no process, mesne or final, shall be levied against any property under such Federal control," from which it will be seen that suitors will enjoy only such privileges as the director general may choose to grant them; and eventually it may become as impracticable to bring suit against a railroad company as it is against the Post Office Department. Mr. McAdoo's order reads:

Whereas, It appears that there are now pending against carriers under Federal control a great many suits for personal injury, freight, and damage claims, and that the same are being pressed for trial by the plaintiffs in States and jurisdictions far removed from the place where the persons alleged to have been injured or damaged resided at the time of such injury or damage, or far remote from the place where the causes of action arose, the effect of such trials being that men operating the trains engaged in hauling war materials, troops, munitions, or supplies are required to leave their trains and attend court as witnesses and travel sometimes for hundreds of miles from their work, necessitating absence from their trains for days and sometimes for a week or more; which practice is highly prejudicial to the just interests of the Government and seriously interferes with the physical operation of railroads, and the practice of trying such cases during Federal control in remote jurisdictions is not necessary for the protection of the rights or the just interests of plaintiffs. It is therefore

Ordered that upon a showing by the defendant carrier that the just interests of the Government would be prejudiced by a present trial of any suit against any carrier under Federal control which suit is not covered by General Order No. 18 and which is now pending in any county or district other than where the cause of action arose or other than in which the person alleged to have been injured or damaged at that time resided, the suit shall not be tried during the period of Federal control; Provided, if no suit on the same cause of action is now pending in the county or district where the cause of action arose, or where the person injured or damaged at that time resided, a new suit may, upon proper service, be instituted therein; and if such suit is now barred by the statute of limitations, or will be barred before October 1, 1918, then the stay directed by this order shall not apply unless the defendant carrier shall stipulate in open court to waive the defense of the statute of limitations in any such suit which may be brought before October 1, 1918.

This order is declared to be necessary in the present war emergency. In the event of unnecessary hardship in any case, either party may apply to the Director General for relief, and he will make such order therein as the circumstances may require consistent with the public interest.

This order is not intended in any way to impair or effect General Order No. 18 as amended by General Order No. 18-A.

SIoux CITY, IA., is to have a sub-agent of the U. S. Food Administration Grain Corporation.

T. E. GUNDERSON, grain dealer of Centerville, S. D., arrived in Chicago to-day with a train load of hogs and cattle and will take back with him a credit for \$100,000. Inasmuch as Mr. Gunderson brings in a train load of live stock four or five times a year, his grain business has become somewhat of a side issue. If all grain dealers could be as successful in the live stock business as Mr. Gunderson there would be much less competition among country grain merchants for the privilege of shipping farmers' grain.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	61,662,000	36,620,879	119,166,000	113,876,000
Tot. July 1 to Dec. 29...	29,901,070	153,967,000	11,299,000	22,912,000	76,409,000	61,410,000
Jan. 5.....	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 12.....	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 19.....	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Jan. 26.....	1,633,000	5,383,000	37,000	1,556,000	795,000	1,838,000
Feb. 2.....	1,568,000	5,511,000	10,000	881,000	1,708,000	1,950,000
Feb. 9.....	1,037,000	4,375,000	514,000	1,343,000	1,605,000	1,334,000
Feb. 16.....	950,000	4,763,000	353,000	1,712,000	1,350,000	2,705,000
Feb. 23.....	675,000	4,122,000	108,000	1,321,000	1,449,000	1,779,000
Mar. 2.....	1,232,000	4,703,000	93,000	1,500,000	1,812,000	2,661,000
Mar. 9.....	1,172,000	4,679,000	.....	1,540,000	968,000	2,917,000
Mar. 16.....	884,000	3,538,000	891,000	1,934,000	1,706,000	1,615,000
Mar. 23.....	855,000	4,387,000	1,036,000	1,602,000	2,410,000	1,839,000
Mar. 30.....	1,157,000	2,803,000	1,421,000	1,727,000	1,309,000	711,000
Apr. 6.....	1,251,000	2,941,000	1,218,000	1,480,000	1,059,000	2,880,000
Apr. 13.....	994,000	4,130,000	2,109,000	1,300,000	3,364,000	2,582,000
Apr. 20.....	910,000	5,387,000	547,000	971,000	3,327,000	2,323,000
Apr. 27.....	1,278,000	4,194,000	955,000	798,000	3,551,000	557,000
May 4.....	719,000	4,927,000	705,000	719,000	2,750,000	1,212,000
May 11.....	1,450,000	3,700,000	1,493,000	1,262,000	3,430,000	1,027,000
May 18.....	1,027,000	3,274,000	1,490,000	1,102,000	3,379,000	1,578,000
May 25.....	588,000	4,273,000	1,122,000	792,000	2,944,000	2,135,000
June 1.....	493,000	4,460,000	1,469,000	433,000	2,340,000	4,357,000
Totals	116,135,000	253,392,000	27,223,000	49,927,000	123,493,000	105,790,000

Texas Grain Dealers Meet at Galveston

The 21st annual convention of the Texas Grain Dealers Ass'n was held May 27-28 at Galveston, with headquarters in Hotel Galvez, and the first session was called to order by Pres. Tom F. Connally at 10:30 a. m. Monday.

After the invocation by the Rev. J. M. Kirwin, Pres. Connally introduced M. E. Shay, City Commissioner of Galveston, who delivered the address of welcome in the absence of Mayor I. H. Kempner. Mr. Shay welcomed the dealers and their wives to the City by the Sea and expressed the hope that the Ass'n would make Galveston its permanent convention city; that the Ass'n in its convention would say to the people of the nation that the grain dealers recognize their responsibility in the present trying time, and give assurance that the responsibility will be met faithfully.

The response to the address of welcome was made by W. M. Priddy, of Wichita Falls, 1st vice-pres., who thanked Commissioner Shay, explaining to the assembled dealers something about Galveston and its surrounding territory, referring to the port as the second in the U. S. in both exports and imports, and the first in exports of cotton. He said that it is hardly necessary for the Ass'n to take action to make Galveston the permanent convention city, "as, even before Mr. Jockusch came to the meeting of the Executive Com'te at which the place and date of the meeting was decided, 9 out of 10 members of the Ass'n had expressed themselves as preferring Galveston to any of the other cities named in the circular sent out by the Sec'y."

The minutes of the last annual meeting were adopted without reading.

Pres. Tom F. Connally read his annual address, which follows:

President's Annual Address.

There was a time and that not so many years back, when the organization of the Texas Grain Dealers Ass'n was looked upon by many of our farmers and law-makers as well, as an organization that sought only the personal and selfish interest of its members, and did not look to the common good. We are, however, glad to note that as they have studied the workings of our Ass'n they are learning that the aims and purposes of the organization are for the promotion of the general welfare of the citizenship and that the grain dealers and the farmer can work hand in hand with mutual benefit to both as well as to the consuming public.

The war has taught us many lessons, it has pointed out to us in many ways how dependent we were upon the world's economic touch. In 1914 when war was declared we saw our exchanges closed for a time, just because war had been declared and that guns were roaring on a foreign soil. We saw our markets shattered. It dawned upon us then for the first time that we were just a part of the great world power and were dependent more than we knew upon our trade relations with the countries of the earth.

When our own country declared war we knew there would be some economic changes, but little did we believe that so soon at least, some man would be clothed with authority to name the price on our grain, to say who should buy grain, and what margins of profit if any the dealer should receive for his services.

The very sudden and unexpected taking over of the grain business and the fixing one price for wheat naturally disturbed the grain trade from one end of the country to the other, and no less disturbing to the grain dealer than to the wheat grower.

Without any criticism, whatever, in the way and manner the Food Administration

has handled the grain, for we think they have done exceedingly well for the information they have concerning all the details of the grain movement from the producer all the way to the consumer, we believe, however, that had the various grain organizations from the small country shipper who works hand in hand with the producer of grain and knows their faults and their virtues, and the interior and terminal market men who handle the grain direct to the mills and distributors of this grain who are familiar with the consuming public been called into conference they could have evolved a plan that would have given the farmer as good price for his wheat and given the consumer his bread nearly as cheaply and left a sufficient margin to the country dealer for them to have maintained their business and thereby enabled them to assist their Government in the purchase of Liberty Bonds and contribute more liberally to the various activities of the Red Cross and the Y. M. C. A.

Export Contracts: At our last annual meeting we had under discussion the matter of export contracts. We endeavored at that time, to work out with the exporters an agreed confirmation that would shift the liability of storm damage claims from the shipper, but after hours of discussion no agreement was reached. It was decided, therefore, that the matter be left to the incoming Executive Com'te to work out a plan agreeable to all.

Soon after the adjournment of the annual meeting we got busy on this proposition and sought to arrange for insurance to cover the storm damage shipments, and were making pretty fair headway when the government entered the grain business, and furnished us with new material for thought. Matters of much more importance to the grain trade has claimed the attention of your Executive Com'te down to the present day. In this connection, however, we will remind you of the decision rendered by the Federal Court of Appeals at New Orleans in the now familiar case of the Oklahoma City Mill & Elevator Co. vs. Pampa Grain Co., by which decision they virtually placed the liability for loss arising from storm damage on the party holding the bill of lading. This decision practically settles the controversy.

District Meetings: Soon after the annual meeting the question of holding district meetings over the state in order to give all of our members an opportunity to get together in their several districts to discuss matters of interest to them was taken up by the executive com'te and the Sec'y arranged to have a government representative accompany him to these meetings and explain the Federal Standards on wheat with a view of establishing these grades for our use in Texas, and I am sure that you all know these meetings proved very interesting and instructive and beneficial. I recommend to you that these district meetings be held from time to time as your Executive Com'te may decide upon.

Claim Hearings: Early in September it was called to your Executive Com'te's attention that in July the Interstate Commerce Com'n on its own motion had instituted an investigation in regard to the settlement of railroad claims with a view of ascertaining whether or not discrimination was practiced by the railroads in the payment of claims of the larger shippers while refusing to pay such claims for smaller shippers. The railroads undertook to show at these hearings which were held at Minneapolis, Omaha and Chicago that the weighing facilities of country shippers were inadequate, and the reason for many claims being filed.

A further hearing was secured which was held in Chicago on the 18th in order to give the country shippers an opportunity to submit evidence, and your Executive Com'te deemed this a most important matter and instructed your Sec'y to secure evidence from our members along this line and attend the hearing which lasted for a week, when the country shippers were well represented.

After this hearing a report was made by the Com'n of its findings with the suggestion that the shippers and carriers get together and promulgate some equitable plan for presentation, handling and settlement of railroad claims. Two conferences

of the shippers were afterwards held and your Sec'y was instructed to attend these and he was appointed by the shippers from all over the country as a member of a sub-com'te of 15 to confer with representatives of the carriers, who represented the American Railway Ass'n, and a 2-day conference was held between the representatives of the shippers and the representatives of the carriers.

It occurred to the representatives of the shippers at this conference that the carriers were not willing to meet the shippers half way in an attempt to formulate such plans as suggested by the Com'n, and the conference adjourned without action, leaving the matter to be presented to the Com'n for such action as the Com'n might see fit to take, and in a recent expression from the Com'n they indicate that they are not going to take any action that would in any way tend to abridge the constitutional or legal rights of the shippers or carriers, and this leaves us under the same old conditions a continual scrap with the railroads for our rights, and we hope that our Texas railroad people can meet us in a better spirit and that some sort of satisfactory working arrangements can be made.

It was thru our Ass'n by the suggestions and efforts of our Sec'y in conjunction with the Sec'y's of the Kansas and Oklahoma Ass'ns that the first real recognition of the country grain shipper was secured from the Food Administration, as we secured a conference with Pres. Barnes in Chicago, on the 19th of September, together with the Sec'y's of the various other state ass'ns, when they presented to Mr. Barnes the hardships of the rules and regulations and the fact that the country grain shipper had suffered materially on account of the mill competition permitted under the rules, which resulted in a working arrangement between the Food Administration Grain Corporation and the Milling Division whereby the country grain shipper was permitted to live and conduct his business.

There have been several conferences of the various state ass'ns held at Kansas City and other points and feeling that we should leave nothing undone that might prove helpful to our members the Executive Com'te has instructed the Sec'y to attend these conferences, which no doubt have proven very helpful in getting the regulations surrounding us modified.

At the meeting of the Executive Com'te in January the Com'te came to the conclusion that a conference of the representatives of the various state ass'ns might assist and supplement the work of the Grain Dealers National Ass'n in getting modifications from the Food Administration, which have proven burdensome and instructed the pres. and sec'y to arrange for such a meeting, and were not successful in this but feel that our efforts were responsible for the calling of a conference just such as we had planned, by Pres. Eikenberry to be held in Kansas City on May 6, and this might have something to do with the calling of the conference by Pres. Barnes in New York on April 30, and regarding this as an extremely important matter your Executive Com'te sent vice-pres. Priddy and Sec'y Dorsey to attend the New York conference, and it is hoped that with the present prospects for a reasonably fair crop throughout the country, will result in loosening up of the rules and regulations, which have proven burdensome to the grain trade.

There has been no more patriotic people than the grain dealers of the United States. The spirit of Lexington and Bunker Hill still lives. One hundred and forty-two years have passed and gone since the Star of this Nation's history arose with so much splendor and grandeur behind the old church tower in Philadelphia and today the vibrant sounds of that old bell have been heard around the world; proclaiming Democracy and Freedom in every land and in every clime, save that under domination of Kaiserism. We are fighting that this Freedom and this Liberty may be extended to the Nations of the earth, curtailed never.

When the war has been won, when peace has been declared, and when our armies have dictated the terms of peace we will look upon our boys as they come marching home with proud and victorious tread, and extend to them that welcome that belongs to heroes, and whether they come home unscarred or maimed by a German bullet we will love them just the same and welcome them to our hearts and homes.

We will then discharge Mr. Hoover and Mr. Parnes and thank them for their services in war time and will again take back our grain business and handle it in the same old way. We want here and now to sound a note of warning to those socialistic ideas of government control for the

people of the United States will not tolerate that socialistic or Bolshevik principle. Democracy is our aim and for Democracy we will ever fight.

In the absence of R. I. Merrill, of Ft. Worth, chairman of the Arbitration Com'te, the report of that com'te was read by Sec'y Dorsey. Mr. Merrill was unable to attend the convention because of illness. The report follows:

Report of Arbitration Com'te.

The last report shows that there were four cases left on the docket, involving \$577.70. Of these one case involving \$319.46 was compromised between the parties and dismissed at the request of the plaintiff. In one case involving \$52.30 the Com'te was forced to adjudge the Pharr Mill & Elevator Co. of being guilty of failing and refusing to arbitrate according to our rules. In one case involving \$155.36 the Com'te made an award in favor of the plaintiff. The other case involving \$50.40 was dismissed by the request of the plaintiff.

Thirty-four cases involving \$17,984.68 were filed during the fiscal year.

In twenty-one of these cases involving \$14,339.89 the Committee rendered awards and of these six cases involving \$2205.76 were appealed to the Executive Committee, and of these 3 were affirmed, leaving 3 cases pending action of the Executive Committee.

One case filed involving \$116.28 was compromised and dismissed at the request of the plaintiff. One case involving \$58.37 was paid in full by the defendant after the claim had been filed.

One case involving \$730.67, which the Committee was requested to arbitrate according to the rules of the Texas Cotton Seed Crushers Ass'n on which the contract was based was dismissed by plaintiff to file before the Arbitration Committee of the Texas Cotton Seed Crushers Ass'n, as our Committee did not feel disposed to pass on the case under the rules of some other organization.

This leaves ten cases on the docket involving \$2740.02, but of these ten, five cases involving \$610.00 were filed too late for service and trial by the Committee at its recent hearing. The other five cases were passed by the Committee at the request of either the plaintiff or defendant or both, some of them for compromise and settlement.

While the membership the past year has been the largest during any year of the existence of our Ass'n, we are pleased to report that the fewest number of cases have been filed the past year by at least one-third of any year during the life of the organization, which indicates that the work of the Arbitration Committee, whose decisions are sent out by the Secretary, has been reviewed or studied by our members and this has enabled them to look closer after their trades, and also enabled them to get together in settlements. In looking over the records we find that when we had about only one-third of the number of members that we now have that the arbitration cases filed were three times the number filed during the past year, and this is gratifying to the Committee, as well as we hope to the members.

H. B. Dorsey, Ft. Worth, read his annual report as sec'y-treas.

Secretary Dorsey's Annual Report.

The last annual report showed that we had 267 members, and 81 new members have been admitted during the year, making a total of 348. Nineteen have resigned during the year, and 11 have dropped out of the Ass'n on account of being out of the grain business, making a loss of 30 members, and leaving a net membership at this time of 318.

This gives us a substantial increase over any previous year, and I feel sure that our members will be very proud of this showing, as compared with the number of grain dealers who surpass any other state organization in the proportion of membership as compared with the total number of grain dealers in the state, though there are some few yet that we should have in our Ass'n. and if the members would co-operate with the office we could secure them. I am sure that this splendid increase indicates the recognition of our Ass'n by the trade as well as the necessity of organization at this time, and feel that we can count on soon having every reliable grain man and many of the mills as members.

Consequent upon the Food Administration the work and expenses of the office have

been greatly increased, but feeling as I do that the work has been a real benefit to the members collectively as well as many of them individually I am of course very glad that I have been able to serve them through the organization as I hardly know what would have become of the grain trade under existing conditions had it not been for organization, and we need organization worse now than any time in our history, and the stronger our organization the more effective our work, and let me urge upon all of the members to co-operate with their Secretary as they can very greatly assist in the good work.

FINANCIAL STATEMENT.

Receipts.	
Balance last report	\$2,189.41
Membership fees	830.00
Dues	5,437.45
Deposit fees and awards ..	841.97
Advertisements	110.00
Interest	97.46
Claim Department	109.08
Exchange	2.35
Expense account	6.65

Total\$9,624.37

Disbursements.	
Returned on membership fees.	\$ 20.00
Expenses of Arbitration	
Com'te	117.85
Postage	331.04
Printing and stationery	287.05
Furniture and fixtures	45.00
Returned deposit fees and awards paid	481.52
Shreveport Rate Case	294.50
Claim Dep't	47.69
To Sec'y's Bonus on last year's salary	600.00
Office rent	247.50
Office help	646.25
Telephone	283.05
Telegrams	152.00
Paid to attorneys as retainers	50.00
Prize in membership contest last year	43.50
Newspapers	12.75
Taxes	6.00
Expense joining in luncheon for Dr. Duvall	18.50
Certified copy Court Decision Oklahoma City-Pampa case	5.00
Affiliated dues to G. D. N. A. for year	193.50
Traveling expenses officers and Executive Com'te ..	1,684.00
Other expenses and petty supplies	32.60
Sec'y salary	2,400.00

Total\$8,036.80

Leaving a balance of\$1,587.57

E. C. Eikenberry, Camden, O., pres. of the Grain Dealers National Ass'n, delivered an address on "The Situation Surrounding the Grain Business 1917-18," in which he said:

Situation Surrounding Grain Business.

To talk grain matters is to talk patriotism, because our business is so permeated with desire to win the war; and to bring patriotism to Texas is futile, for Texas is ahead of the Union in patriotism.

In the past year things have transpired, changes have been made, and we may well take that good friend hind sight for our guide as to the future. One year ago I made some statements that proved erroneous, but in this time no man can safely make predictions. I felt then that prices would not be established by the Food Administration, but another agency of the government stepped in. I feel, however, it has had a good and beneficent end.

In the light of the revelations of the past 6 months many things that we thought to be onerous restrictions have proven to have been necessary, and the action of the grain dealers of the country in these matters has proven the broad mindedness of the members of the trade.

To those of us who attempted to deflect the course of events there was a very vivid and strong feeling of some great force that threw us aside and refused to take on any proposition we had to offer. To attempt to interfere meant, probably, to close the doors to influence that later might be exerted. There was such zeal to put ourselves at once into the battle line, such reckless disregard for the experience of the trades, that we stood aside and let events take their course. I have come to the point where I can see some excuse for

the seeming neglect of the various trades in the rush to prepare for war; and one of the brightest pages in the history of this war, when it is written, will be the story of food distribution in 1917.

In the past 2 months we have noticed a change in the attitude of the Food Administration toward the grain trade. In March the Administration requested the various exchanges to work out a plan for handling corn, and the exchanges met the responsibility and worked out a plan giving opportunity to hedge and designed at the same time to eliminate speculation. Later we had other specific instances of this feeling on the part of the Administration, concluding in the meeting held in New York the last of April, when the Administration took evidence and made a voluminous record to be used in making plans for handling the 1918 crops, and we have high hopes that out of it will come a plan giving back the handling of our business under less regulation. In fact, we have the promise that if the U. S. produces 800,000,000 to 950,000,000 bus. of wheat the trade will be handed back and no interference exerted below the line of the terminal elevators.

I think the Food Administration now has time to form some constructive program and that this is the reason for the changed attitude. Now we are building slowly to endure, whereas last year it was necessary to build the plan quickly to meet an urgent need.

It is a splendid tribute to you grain men that after a year of experience the government comes to you and acknowledges that your system is best, and expresses willingness to adopt any portion of it that will fit in with present needs.

Control of our business has not yet passed into the hands of the politicians, those who desire to perpetuate place and emolument, and there is not a man in the Food Administration but who would willingly and gladly lay down his powers and responsibilities and retire to commercial life.

We cannot avoid certain changes in the commercial fabric that will be brought about by the war, such as the requirement that we feed the world immediately after the war and the wonderful inflation of business that will come with peace, and the grain trade today stands fully alive to the fact that an economical conduct of its affairs is necessary to patriotism and that weakness on our part may be just as fatal to the cause as weakness in the first line.

History will prove that food has won the war, and that the distribution of the crops of 1917, if it did not win the war, saved it from being lost.

Pres. Connally appointed the following com'tes:

Constitution and By-Laws: J. H. Pearlstone, Palestine; A. F. Richter, Greenville; Mr. Josey, Beaumont.

Trade Rules: A. P. Hughston, Plano; C. M. Taylor, Corpus Christi; E. R. Kolp, Ft. Worth.

Resolutions: T. G. Moore, Ft. Worth; J. V. Neuhaus, Houston; Claiborne Adams, El Paso.

Adjourned for luncheon.

Monday Afternoon Session.

Pres. Connally called the convention to order at 2:00 p. m. and appointed Robt.



Seated, left to right: Ben. E. Clement, Waco, 1st v. pres.; W. M. Priddy, Wichita Falls, pres.; Jno. E. Bishop, Houston, 2d v. pres.

Standing, left to right: J. H. Pearlstone, Palestine, member ex. com'te; H. B. Dorsey, Ft. Worth, sec'y-treas.; L. G. Belew, Pilot Point, member ex. com'te.

Nicholson, Dallas; D. W. King, Ft. Worth; and A. E. Childress, Temple, to constitute a com'te on Cane Seed Grades to confer with a similar com'te, appointed by the Panhandle Grain Dealers Ass'n, on the subject.

De Forrest Piazzek, 2nd vice-pres. and zone mgr., Food Administration Grain Corporation, was introduced by Pres. Connally. Mr. Piazzek spoke on the work of the corporation, saying:

"I have no conception as to our future moves, and am destined to disappoint you in that respect. Mr. Barnes said to me: 'Tell them you do not know what action will be taken in the future.' If the crop is sufficiently large Mr. Hoover hopes to release the trade entirely; that is one of his ambitions.

"It was essential that some measures of distribution be undertaken, and with a short crop the measures adopted have enabled us to get thru with no deprivation. We live in a land of plenty, and taking wheat away from us would not harm us in any way; and it is an inspiring thought that we have been able to alleviate the sufferings of our allies as we have done by sending them 110,000,000 bus. of wheat which represents just that much restraint upon ourselves.

"At present we are supplying Belgium from Argentine. Texas, which is supposed to have produced 13,700,000 bus. of wheat, has ground over 21,000,000 bus. that we have supplied you, using your own crops and somebody else's."

Mr. Piazzek asked the dealers to be prompt in sending their reports to his office, in order that he, in turn, may be prompt in passing the information on to New York. He closed his talk by referring intimately to the work in the office at Kansas City, paying a high tribute to those who are serving with him.

Two Minute Patriotic Talks were made by L. G. Belew, Pilot Point; Glen Walker, Ft. Worth; T. G. Moore, Ft. Worth; Sec'y Dorsey; and W. M. Priddy, Wichita Falls.

Mr. Walker spoke from the point of view of an insurance man, and he stated that the burning of wheat today is worse than the losing of a ship load of money in the ocean, for wheat is more valuable than money. "Eighty per cent of all fires," he said, "appear to be due to carelessness, negligence or thoughtlessness. Put some one in charge of the plant who is responsible and capable, keep the prem-

ises clean; and be now and at all times more interested in preventing fires."

Pres. Connally announced that Mr. Piazzek had just received a telegram stating that western Kansas had received bountiful rains, and the announcement was cheered loudly by the dealers.

Frank Kell, of Wichita Falls, chairman of the Council of Defense; E. A. Peden, Food Administrator for Texas; and E. W. Crouch, of McGregor; all of whom had been scheduled to speak on the subject "Co-operation or Team Work Necessary to Win the War," were not present.

Fred W. Davis, Commissioner of Agriculture, Austin, addressed the dealers on the subject; and Sec'y Dorsey read a telegram from Charles McFarland, of Weatherford, setting forth his views as a stock raiser and farmer as to the steps which should be taken.

Chas. D. Jones, of Nashville, Tenn., ex-pres. of the Grain Dealers National Ass'n, spoke on the same subject, stating that the grain trade is 100% patriotic and is co-operating fully in winning the war. He said that grain men had a solemn duty to buy wheat when the harvest started last year, and that they thus became responsible for its ownership, the result being that the fixing of the price at a mark lower than the cost of the grain to the dealer caused him a heavy loss.

"Today," he said, "you would make that sacrifice and never murmur, and the government of the U. S., handling the largest problems humans ever handled, is trying religiously to deal fairly by all. I believe the government will some day make good to every man who lost money in that deal. And when the proper time comes after the end of the war, I will give my time, talents and influence to have such a bill passed by Congress."

Upon motion by T. G. Moore the Ass'n expressed its thanks to Mr. Jones for his attendance and for the words he had spoken.

The subject "Reports Required by Food Administration and other Governmental Dep'ts," had been placed on the program for general discussion.

Sec'y Dorsey stated that Mr. Eikenberry had been appointed by Mr. Barnes as a member of a com'te to suggest needed changes in the report forms, and that Mr. Eikenberry desired to hear expressions from the dealers on the subject.

Mr. Eikenberry: The Grain Dealers

National Ass'n has had complaints against the number of reports, but not against those asked for by the Food Administration. However, it seemed to us that certain dep'ts in Washington were somewhat in fear they would be lost sight of and began to ask for reports many of which duplicate those requested by the Food Administration. Among these, I believe, is the Federal Trade Com'isn.

We objected to reports required by dep'ts devoted to the conduct of civil affairs of the government. This has, I think, been alleviated. Now the government has asked us for a re-draft of the quarterly report made to the Food Administration, and we will meet in Minneapolis Friday to work on the new draft.

Mr. Priddy: The question of freight is hard to answer, and I do not see what good purpose it could serve and would like to see it eliminated. Also the question as to the various grades. Think amount of inventory, wagon receipts and shipments would give the needed information.

C. D. Jones: I do not think any dealer can give accurately the cost of the grain on hand at the time he makes his inventory. Therefore I do not believe any dealer can make up an accurate quarterly report. I suggest that Mr. Eikenberry try to find out what the government wants in the reports. If it wants to know what we make, let it ask us to state under what margin.

T. G. Moore: The com'te should ask the Food Administration what is the object in asking the information. If they want to know the profit we make they can ask for a statement similar to the income tax report and another as to the number of bushels of each grain handled and the profit per bushel will be shown.

Mr. Jones: That would not be sufficient, for one quarterly report might show a big profit, and give appearance of profiteering, while the next report might show a loss that would wipe out all of the large profit.

Mr. Eikenberry: I think the Food Administration realizes that the operations of one quarter are not good evidence on which to convict for profiteering. It seems to be the purpose of the Administration to determine the question of profiteering on the year's operations.

R. L. Cole, Krum: A lot of statistical information will come back to us 6 months after the war is over and it will not be worth anything.

Adjourned for the day.



Texas Grain Dealers at Galveston, May 27, 1918.

The Boat Ride.

Street cars took the dealers and their wives from the hotel to the dock at 6:00 p. m. Monday and they boarded the steamer "Galvez" for a tour of the bay. The boat passed the piers and elevators and many interesting things were seen. Refreshments were served aboard the steamer.

One thing quite new to the landlubbers (and that meant almost everyone) was the sight of two large British freight steamers, both camouflaged to offer protection against watching submarine commanders. The immense hulls, the funnels, the rigging, and even the life boats, were streaked and splotted with paint of various colors in a manner designed to make them practically invisible while upon the seas, it being said that the paint causes the outlines of the vessel to merge into the waves so that it cannot be seen above the water even at short distances.

For the first time, perhaps, the boat ride offered most of the dealers an opportunity to march under military guard. The water front being under constant protection by soldiers, it was necessary to have special permission before the "Galvez" could be boarded. Soldiers, with business like rifles, met the party at the street cars and escorted it aboard the boat: the same soldiers remaining aboard the "Galvez" during the ride, and later escorting the party to the street cars. Nobody felt called upon to break away from the party in order to test the powder in the rifles.

Tuesday Morning Session.

Pres. Connally called the convention to order at 10:30 a. m. and introduced E. R. Cheesborough, pres. Galveston Commercial Ass'n, who spoke on the value of the port of Galveston to the grain trade and to business in general.

Frank Clark, agt. seed distribution, Waco, who was to have talked on "Accumulation and Distribution of Seed and Dissemination of Market Information on Grain and Feedstuffs by the Dep't of Agriculture," wired that he could not be present.

Ben. E. Clement, 2nd vice-pres., Waco, was also scheduled to speak on the subject. Mr. Clement said:

Seed and Market Information.

I should like to have heard Mr. Clarke in an explanation as to the necessity and

wisdom of the government undertaking the distribution, thru the Dep't of Agriculture, of seed in Texas.

I cannot help but believe such action is socialistic, and I believe the grain dealers are amply able to care for it. I believe, also, that the action of the Dep't of Agriculture in agitating the question of cane seed advanced prices fully 50%, causing grain dealers to enter into competition with the government in an effort to supply the demand. It devolved on the dealers to accumulate stocks, and enter into competition with the government agent who has unlimited capital and who did not have to worry about a loss.

After prices were fixed by the com'te, of which I was a member, it was found some dealers were charging the old prices, and Mr. Peden called the com'te to clarify the situation. The com'te declared the law of supply and demand should operate unhampered in the future in this state. Tho I was on the com'te, I have always felt and known that Texas grain dealers are too patriotic to overcharge their customers, besides competition is too keen and farmers are too well posted to make it possible.

I believe the grain dealers should call upon the Dep't of Agriculture to desist from the distribution of seed; I do not believe it is its function, or necessary.

I think the market information disseminated by the Oklahoma office of the Bureau of Markets wonderfully absurd. We have exchanges which do this work. Newspapers publish it, and people have access to the information all the time. There is no particular objection to it, of course, except that it is useless and sometimes misleading.

AMENDMENT TO CONSTITUTION.

The report of the com'te on Constitution and By Laws was read by J. H. Pearlstone, and the following action was taken.

A proposal to amend section 2 of article 6 requiring members of the Ass'n to arbitrate differences altho the differences may have arisen before one of the parties became a member was lost for lack of the required $\frac{2}{3}$ majority, the vote being 23 for and 18 against.

A proposal to add to section 5 of article 8 a phrase making it the DUTY OF THE SECY to see that findings of the arbitration com'te and the rules are complied with by members, and to report to the executive com'te any failure to comply with the rules or findings of the arbitration com'te, was adopted.

An amendment to section 1 of article 2, relating to the SECY'S SALARY was proposed, the com'te recommending that the salary be fixed at \$3,000 for the ensuing year, with the proviso that if the finances of the Ass'n will permit at the time of the next annual convention a

bonus of \$600 be paid the sec'y. After much discussion the proviso was stricken out and the amendment adopted, the effect being to increase the sec'y's salary to \$3,000, and leaving the matter of bonus for the ensuing year to be decided later.

The com'te also recommended that a bonus of \$600 be paid the sec'y for services rendered during the past year, and on motion by J. H. Pearlstone it was ordered that this be done.

TRADE RULES AMENDED.

The report of the Trade Rules Com'te was read by E. R. Kolp and

RULE 10 was amended, giving the buyer the right to the same time to unload, divert or rebill as the railroad allows at the point in which to begin the assessment of demurrage; the count of time to begin at 7 a. m. on the day following the receipt of the papers.

A proposed amendment to RULE 16, which relates to the basis for settlement for grain shipped in excess of the quantity specified in contract was tabled.

RULE 17, which provided that shipments cannot be forwarded to interior points without consent of the seller, was repealed.

RULE 24. A proposal to amend to provide that account sales shall be made within 30 days after the arrival of the car at final destination was tabled.

RULE 36 was amended to specify that, when carloads are mentioned in a contract the amount of a car shall be 1,000 bus. for wheat and corn, the rule previously having specified 750 bus. of corn or wheat as a carload.

A MOTION by T. G. Moore that the Ass'n go on record as being in favor of repealing the section which requires proposed changes in the constitution and by laws to be submitted 10 days previous to the date of the annual meeting, and to make the requirement that the proposed changes be submitted in writing, without a time limit, was carried.

THE ELECTION of officers was next in order, and the following officers were elected for the ensuing year:

Pres., W. M. Priddy, Wichita Falls; 1st vice-pres., Ben E. Clement, Waco; 2nd vice-pres., John E. Bishop, Houston; sec'y-treas., H. B. Dorsey, Ft. Worth; executive com'te, L. G. Belew, Pilot Point; R. I. Merrill, Ft. Worth; J. H. Pearlstone, Palestine.

Adjourned for luncheon.



Second Section Texas Grain Dealers at Galveston, May 27.

Tuesday Afternoon Session.

Pres. Connally called the convention to order at 2:30 p. m., and introduced E. Ross Chamblin, engineer for the Portland Cement Ass'n, who delivered an address on "Concrete Elevators," from which we take the following:

Concrete Elevators.

Your president said yesterday, "We will not eat until our army is served," but while we are making these sacrifices, rats, mice and vermin are consuming enough grain to feed our entire army, and perhaps enough more has been destroyed by fire.

Have you ever thought seriously of these enormous losses, which can be prevented, at least, to a large extent? Many of you have safeguarded the precious life-sustaining grain we are handling by providing properly designed and constructed reinforced concrete grain storage bins, flour mills, etc., which are more fire and vermin proof than any other type possible to construct.

Numerous letters we have received from grain dealers state that concrete grain bins, mills, etc., are the best from any standpoint. Several point out that the grain heats less, loses less weight, keeps better, and is freer from rats and vermin, when stored in concrete bins than any other type; and some of these have several types of storage, and should know what they are talking about.

Plain wood storage, 100,000 bus. capacity, in 12 bins 12 ft. square by 70 ft. high, including foundation, will cost about \$13,000. Concrete storage of similar capacity in 4 tanks, 20 ft. diameter by 80 ft. high and one interstice, will cost about \$15,000.

It seems impossible that anyone could afford to consider wood storage when you can save from 50 to 100% annually on the difference in cost between wood and concrete bins, besides, saving another large percentage by reducing the losses from rodents and vermin.

Other advantages of concrete construction are that you can use a maximum amount of local labor and materials which will insure a greater proportion of the money you expend remaining in your own locality or at least in the state. Besides, you will be utilizing materials that are not needed in any quantities by the government.

Possibly, many of you contemplate putting off your building until after the war, as many others are doing in other lines of proposed construction. Let me say to you, now, that an army of workers along construction lines equal to our fighting army will be required after the war to help rebuild France, Belgium, Italy and other countries destroyed by the enemy. Our army, after the war, will be one of construction, and the demand for labor and materials along structural lines will be much greater and much more expensive after the war than now. If you contemplate building at all, now is the best time, provided you build of reinforced concrete, which you can do at reasonable cost and without competing with the government for

classes of labor and materials that they urgently need.

W. D. Bell, Houston, sec'y of the Southwestern Claim Conference, spoke on "Settlement of Railroad Claims," giving a general review of the subject, especially as it applies to grain claims, and pointing out that there must be team work and co-operation if this vexing matter is to be satisfactorily disposed of.

Sec'y Dorsey read a letter which he had just received from H. L. Goemann, of Mansfield, O., chairman of the transportation com'te of the Grain Dealers National Ass'n, together with a copy of a letter received by Mr. Goemann from Interstate Commerce Commissioner E. E. Clarke, in which the Commissioner said that the recent investigation conducted by the Com'n in the matter of claims for loss of and damage to grain in transit, the case being known as Docket 9009, had shown there is need for urgent action.

The Commissioner suggested the propriety of appointing a small joint com'te of carriers and shippers to formulate rules to be considered at a joint conference of carriers and shippers; and he stated that it is his belief there should be little difficulty in settling the controversy.

John A. Mugg, Ft. Worth: If we go to court and get judgment against a railroad for grain lost in transit can we collect the amount, now that the railroads are operated under government control?

Sec'y Dorsey: Yes. Mr. McAdoo in a recent order said that operating expenses are to be paid, and claims fall under operating expenses.

Mr. Bell: Will the com'te of shippers meet again to consider Docket 9009?

Sec'y Dorsey: Not unless the railroads repent. Can a com'te from your Ass'n meet with a com'te from ours and get together on this matter without waiting for the big railway Ass'n?

Mr. Bell: I think so. I do not see any reason why Texas can't be first, and our organization is ready to meet you halfway and without regard to the national ass'n.

Sec'y Dorsey: Will you appoint a com'te.

Mr. Bell: I have no authority to do that, as it must be done by the president, but I will recommend it.

A number of crop reports were given by dealers from various sections of the

state, and the general condition was shown to be favorable at the time.

The subject "Federal Grain Standards and Supervision—Are They Satisfactory?" was upon the program for discussion at this time, and opinions invited.

R. L. Cole: Why discuss it? The new grades are set to become effective July 15, anyway.

I. A. Mabry, Ft. Worth: I think the standards are very satisfactory.

Mr. Priddy: I have used my rights under the law and have found we can get results and it is up to us to ask for appeal on cars that do not grade as we think they should.

Mr. Mabry: The act guarantees we will get what we buy if we use the means provided to obtain the benefits that are available.

The report of the resolutions com'te was read by T. G. Moore, and resolutions thanking the Arbitration Com'te, the Executive Com'te, the citizens of Galveston were adopted. The loyalty resolution adopted by the Buffalo Convention G. D. N. A. was readopted and also the following protest:

Protest Against Burdensome Reports.

WHEREAS, many Departments of the Federal Government have recently called upon the grain trade for numerous reports, and

WHEREAS, Many of these reports are so complex that it is next to impossible to supply some of the information asked for, even with the assistance of the most expert accountants, whose services are now in great demand, and whose employment involves heavy expense, and

WHEREAS, It is the desire of the grain trade to co-operate in every possible way with the government to the end that the distribution of the grain crops of this country be effected as expeditiously and as economically as possible, therefore be it

RESOLVED, By the Texas Grain Dealers Ass'n in convention assembled that it is the sense of the members present that these reports should be simplified so that they will not be actually burdensome and yet show the information which those in authority feel is indispensable to a proper administration of the duties and responsibilities imposed upon them, and be it further

RESOLVED, That the Food Administration be commended for the splendid spirit it has shown by the careful consideration it has given the many complaints that have been made to it, especially regarding reports COO and DOO and that its action in soliciting the appointment of a Com'te from the grain trade to submit a redraft of the form of these reports is heartily endorsed and recognized as evidence of a sincere desire to work in complete harmony and accord with the grain trade, all



Third Section Texas Grain Dealers at Galveston, May 27.

of which we repeat is very gratifying, and be it further

RESOLVED, That the Com'ite appointed, consisting of Messrs. Elkenberry, Ewe and McMillan, has the complete and unqualified endorsement of this Ass'n and we confidently commend in advance this Com'ite's report, believing that its adoption will relieve the trade of heavy burdens imposed by the forms of these reports as at present drafted.

Pres. Connally requested that the com'ite on cane seed grades work out a set of rules to be submitted at the next annual meeting.

Sec'y Dorsey reported that he had received a letter from Mr. Barnes relative to the storage of oats for seed purposes in which Mr. Barnes stated that he had put the matter up to Washington for a decision as to the policy to be adopted, but that it was impossible to give an answer at present.

L. G. Belew: I move that the Ass'n instruct the executive com'ite to take up the matter, if possible to obtain relief, and to notify the members of the action taken. Carried.

T. G. Moore: I saw Mr. Halliday at Chicago, and he asked me to state here that his dep't is in the market for white, oats, mixed oats and red oats, but not for red mixed oats.

Upon motion by Mr. Dorsey the executive com'ite was instructed to frame a suitable memorial to Mr. McAdoo, asking that he appoint an advisory com'ite composed of commercial men, to assist him in handling the transportation situation.

Adjourned *sine die*.

Convention Notes.

Louisiana was represented by C. P. Sims, of Adeline.

A. W. Bennett, of Anthony, the only Kansas man present.

The registration was in charge of the Galveston Commercial Ass'n.

From Oklahoma came A. J. Stone, of El Reno, and J. F. Allen, of Guymon.

Dallas was represented by Robt. Nicholson; Fred Honea, and G. H. Rogers.

For Kansas City appeared Archie R. Aylsworth, of the Aylsworth Grain Co.

The U. S. Dep't of Agriculture was represented by Federal Supervisor Lee Gallaher.

Insurance men present were Glen Walker and W. H. Ingalls, of the Millers Mutual Fire Ins. Co. of Texas.

From Sherman came Victor H. Adamson; T. G. Blocker; A. B. Cowan; G. B. R. Smith; and J. R. McKnight, chief inspector.

Tennessee was represented by Chas. D. Jones, Nashville, ex-pres. Grain Dealers National Ass'n, and Lee D. Jones, of Memphis.

Many ladies came with their husbands to enjoy the sea breezes while the said husbands were attending to the business of the convention.

Houston sent: M. H. Smith; D. P. Taylor; C. C. Rhodes; A. D. McAshan; J. V. Neuhaus; D. J. Green; E. C. Douglas; and John H. Bailey.

Tickets good at either of the bath houses, and entitling the holder to a dip in the surf were furnished by the Galveston Commercial Ass'n Tuesday evening.

A dance was given in the ball room at the Hotel Galvez Monday evening, many of the members of Galveston society taking part with the dealers and their ladies.

Souvenirs included a metal pencil by the Globe Mills, a calendar pad and holder by the Werthan Bag Co., and pencils by the Dorsey Grain Co. and Thompson and Finley.

Fifty-one members were added to the roster of the Ass'n in the period from Jan. 1 to the meeting date, making a total membership of 326, which Sec'y Dorsey said represents about 90% of the grain dealers in Texas.

Representing Ft. Worth were: J. E. Robinson, the chief inspector; I. A. Mabry; Jno. A. Mugg; T. G. Moore; E. R. Kolp; Douglass W. King; Royce Dorsey; P. J. Mullin; C. W. Avery; K. U. Chadwick; Earl Ferguson; and C. D. Ferguson.

Market quotations were posted at the entrance to the convention hall. The quotations were furnished by the Galveston Cotton Exchange and Board of Trade at the request of Julius W. Jockusch. Flashes of news that came over the wire also were put on the board.

Builders, machinery and bag men present were: T. L. Burrell, of Oklahoma City; G. G. Gilbert, of the Anglo-American Mill Co.; Geo. B. Williams; E. G. Spillers; J. E. Heiser; Maurice Greenfield; Max Goldsmith; Leonard Werth-

an; H. S. Hardin; George Lipper; M. R. Perkins.

The executive com'ite voted to purchase two \$50 bonds of the Third Liberty Loan, one to be presented to Miss Ruby Henry in appreciation for her service as assistant in the sec'y's office, and the other to be presented to Royce Dorsey as a prize for having secured a larger number of applications for membership than any other member. Royce turned in 14 applications and out of 6 obtained at the meeting Royce secured 4, but he announced he will not be in the contest this year.

Texas shippers in attendance included: Victor H. Adamson, Sherman; Claiborne Adams, El Paso; R. C. Ayers, Plainview; E. S. Blasde, and his son Lionel Sherwood, of Amarillo; H. Brown Leonard; L. G. Felew, Pilot Point; F. A. Bailey, Paris; O. H. Black, and son, O. H., Jr., of Leonard; S. D. Burt, Orange; R. L. Brown, Lanyon;

J. C. Crouch, Temple; R. L. Cole, Krum; L. F. Cobb, Plainview; Ben E. Clement, Waco; W. B. Chambers, Sanger; F. C. Connally, Clarendon; J. L. Cantrell, White-wright; R. W. Dillard, Midlothian; Frank B. Ezell, El Paso; G. W. Francis, Tom Bean; W. G. Goodall, Valley Mills; D. H. Hamilton, Leonard; Jno. B. Honaker, Farmersville; R. W. Hicks, Miles;

J. H. Jennings, Paris; O. B. Kennedy, Graham; F. B. Lam, Oglesby; W. T. Laging, Nordheim; S. T. Lillard, Decatur; R. M. Lanier, Weatherford; Henry A. Maruchau, San Antonio; C. M. Maer Hico; H. S. Masters, San Antonio; L. C. McMurtry, Pampa; Wm. McManus, Waxahachie; W. M. Priddy, Wichita Falls; B. C. Ross, Sour Lake; W. W. Rogers, Leonard; J. J. Roberts, and son, Nicholas Frank, Hale Center; E. D. Roach, Frisco; J. L. Smith, Longview; O. M. Saunders, Yoakum; Chas. Terry, Corsicana; H. G. Tolbert, Littlefield; D. H. Thompson, Waxahachie; A. C. Waters, San Angelo; Y. P. Yarbrough, Belton.

GRAIN ELEVATORS have been authorized to be constructed at the following camps: Camp Custer, Camp Dix, Camp Devens, Camp Meade, Camp Lee, Camp Sherman, Camp Taylor, Camp Jackson, Camp Lewis, Camp Travis. These elevators will have a storage capacity of approximately 100,000 bus. of oats. In most instances they have been completed and are now in service. The purpose of these elevators is to provide storage room at the above camps for adequate supply of oats at all times and also to avoid the excessive cost of sacking, writes H. E. Halliday, of the Forage Branch, Chicago, by authority of the acting quartermaster general of the army.



Fourth Section Texas Grain Dealers at Galveston, May 27.

Kansas Grain Dealers Hold Annual at Topeka

The 21st Annual Convention of the Kansas Grain Dealers Ass'n was held in Topeka May 28th and 29th. All sessions were held in Memorial Hall. The convention was called to order by Pres. J. B. McClure of Hutchinson, who made a short address, after which the invocation was offered by Dr. E. J. Kulp of Topeka. The singing of "America" by those in attendance gave the listener a fair idea of the war enthusiasm prevailing in the western states.

Hon. Jay E. House, mayor of Topeka, in a most unusual and interesting talk assured the visitors that Topeka was theirs for the two days and longer if they desired. Pres. McClure responded for the visiting dealers.

The president's annual address, from which we take the following, glowed with a willingness to do everything possible to win the war:

President McClure's Address.

Since our annual meeting a year ago many things have happened; almost a million of our best boys have crossed the water to fight our battles, to make the world a decent place to live in. Right now thousands of them are in the front line trenches, many of them have made the supreme sacrifice. The will to win is best expressed in the successful drives of the Red Cross, Y. M. C. A. and other worthy war causes as well as the floating of three Liberty Loans. We all know what this means to our boys "over there." America stands for everything that is right—justice for all.

The grain men of the country occupy a very important position in the winning of this war. We are all called on to put forth our best efforts; the most efficient forces in all lines at home make the fighting easier for the boys in the trenches. Efficiency should be our watchword, and I am sure that every grain man present is doing all in his power to promote this efficiency.

The government is calling for men fitted for special work in all lines and we all know that the grain men will respond as readily as any others. Right now this call is being made, in a certain sense. The new crop will soon move, and you grain dealers are expected to handle it quickly and efficiently.

We are giving freely of our money, keep on giving, give till it hurts, till the heart says stop. That's the spirit that wins.

I am proud to be a member as well as president of an organization that has shown the political ring that those engaged in the grain business can give up their business without a murmur—if such a sacrifice is necessary to the winning of the war. Every business that is not needed in its particular line should be devoted to war work. We felt our duty when Mr. Hoover said the grain commission man was not needed, but I believe he now realizes that we are a necessity, in the efficient handling of the country's grain crop.

W. S. Washer, that "silver tongued orator from Atchison," made an able address on "War Time Co-operation." He spoke at length on the advisability of co-operation in all lines, and demonstrated to his hearers that it was through co-operation—concentrated effort—that this war would be brought to a victorious conclusion.

Chas. Quinn, sec'y of the Grain Dealers National Ass'n, repeated his address made at the Oklahoma meeting. Excerpts from this address were given in our May 25th number.

At the close of the Tuesday morning session Pres. McClure appointed as a Resolution Committee: H. Work, Chairman, Ellsworth; Willis Perua, Iola; S. J.

Grubb, Topeka; J. M. Rankin, Cambridge, Nebr.; Paul Noble, Hutchinson.

Auditing Committee: R. W. Dockstader, Beloit; J. A. Lyon, Langdon; E. L. Brown, Chester, Nebr.

Tuesday Afternoon Session:

Sec'y E. J. Smiley read his annual report, from which we take the following:

Secretary Smiley's Annual Report.

Following the fixing of a price on wheat, by the committee appointed by the President, he appointed Mr. Hoover as Chief to see that the fixed price was maintained, and in order to better accomplish this, he ordered the creation of the United States Grain Corporation, with Julius H. Barnes as President. Out of this grew the Milling Division of the United States Grain Corporation. Immediately following these organizations, zones were established, and managers appointed to represent the United States Grain Corporation and the Milling Division of the United States Grain Corporation.

Right at this juncture the milling industry of the United States through its National Organization got busy, and before the grain trade of the country was even aware of it, they had reached an agreement with the Milling Division of the Grain Corporation, allowing them greater privileges and profits than had existed prior to the declaration of war. We do not criticize them for this, in fact we feel like complimenting them on their superior organization work. I might add, right here, that if the National Grain Dealers Ass'n had been as persistent and had done its full duty to the grain trade as the millers organization had done, the grain trade of the country would have had less cause for complaint.

Many of the mill operators, especially those in Kansas, were not satisfied with the special privileges granted them under the agreement, but at once proceeded to secure entire control of the grain trade of the country. This, in our judgment, was done to prevent any of the wheat grown in their territory going out. Quite a number of them paid direct to the producer a maximum price fixed by the government less freight, and it was the exception, rather than the rule, where any attention was paid to grades or dockage at the time of purchase. In localities where mills adopted this practice the independent elevator owner and operator was either compelled by force of circumstances to sell his plant outright or lease it to the mill operator.

As a result of this unfair competition, over sixty independent owned elevators have been taken over by the mills in Kansas since August 1, 1917, to date. We filed vigorous protest with the manager of this zone, as well as with Mr. Barnes, President of the Grain Corporation, but I regret to say that nothing was accomplished to change the condition until the greater part of the 1917 crop had left the farmers' hands.

This is now past history and each one of you doubtless are anxious to know what will be the attitude of the Grain Corporation toward the independent elevator owner and operator the coming crop season. The Administration has now under consideration a plan to suspend the license of every miller who exceeds the price level fixed. In confirmation of this we beg to quote D. F. Plazzek, zone manager, located at Kansas City:

"I know that if we continue to operate as before I am going to be situated to afford you better protection, and I want to ask you to report to me as fast as you ascertain any mill in Kansas following this practice. I wish you would put the matter before your local dealers who have complaints along this line and if they will present the matter to me through you, or direct, in such a manner that I can proceed intelligently, I will take summary action in each and every case. One of the great troubles in our work is that most of the complaints come to us incomplete and not properly sustained. I feel absolutely certain I can and will give them relief in every case."

Establishing a Buying Price: This question was fully discussed at a conference

held in New York April 30th and finally submitted to a vote and fully two-thirds of the delegates in attendance voted as not being in favor of establishing a general price for the country. It developed at this conference that dealers located in different parts of the country were unable to agree as to the margin to which they felt they were entitled in conducting their business. Dealers present from the Pacific Coast stated that it would be utterly impossible for them to handle wheat on a six-cent per bushel gross margin, as practically all wheat was sacked at the threshers and on account of the expense of handling, they must be allowed a greater margin than above mentioned to pay the expense of handling. Some of the delegates from the spring wheat territory stated that a four or five-cent gross margin of profit would be satisfactory to them, but further stated that the average amount of business per elevator in their section was from one to two hundred thousand bushels of grain per annum. After full discussion of the subject, it appeared to be the consensus of opinion that the question of a fair and reasonable margin of profit to which the independent elevator owner and operator was entitled should be left to the manager of the zone in which the elevators were located.

Storage: The following recommendation was included in a brief presented to Mr. Barnes, at the close of the New York conference concerning storage charges for country elevators for the coming season: "In order to protect country dealers on wheat, purchased by them, the U. S. Food Administration Grain Corporation should agree to purchase from them at basic price, less a commission, of one per cent, any wheat which said country dealer is unable to dispose of elsewhere—the Grain Corporation should pay country dealers a consideration of one-fifteenth of one cent per bushel per day on all wheat purchased by said country dealer from the time it is received at their elevator until it is shipped out and final payment is made therefor. This consideration will partially recompense country dealers for losses due to inability to get any carrying charges to liquidate their wheat at a premium over futures to collect storage from the farmers and also for the loss of interest and insurance."

The writer believed at that time and still believes that this is not sufficient compensation for the country elevator owner and operator for the risk assumed. Owing to the fact that a price has been fixed on wheat, there will be no incentive for the farmer to hold or store his wheat. Every farmer will endeavor to market his wheat as soon as it is possible to harvest and thresh it. It is further safe to assume that there will not be sufficient box car equipment to move the grain as tendered and the natural result will follow that within sixty days after the harvest every elevator in the country will be filled with grain. The further fact that the Government will not purchase this wheat until same is delivered to some terminal.

Furnishing Temporary Grain Doors: From reports received it would appear that there was a determination on the part of some of the railroads to discontinue the furnishing of temporary grain doors or the material for making same, and refusing to entertain claims when presented for material furnished by the shipper. This is especially true of the M., K. & T. and Frisco lines. One of our members reports that the agent for the company had made requisition for doors and no attention was paid, and in order to make shipment he was compelled to purchase lumber of his local dealer and presented bill to the Division Superintendent for reimbursement. We quote from reply to his letter addressed to the Superintendent:

"I regret very much that we were unable to furnish you with the grain doors desired at the time shipment referred to in your letter, was made. It will not be consistent to compensate you for the lumber purchased to take the place of these grain doors."

The only recourse left open to the shipper to recover for the material used is to file claim for reparation with the I. C. C. When filing claim the shipper must show that he has made demand for grain doors in advance of the time named and that the carrier has neglected or refused to furnish either doors or material. This is a rather serious proposition when lumber is so high, and we would suggest that you have your agent make requisition at once for sufficient number of car doors to supply your needs for the new crop movement, and if they are not furnished promptly, advise this office or Mr. B. F. Plazzek, Zone Manager at Kansas City.

Multiplicity of Reports Required of Grain

Dealers: The different government departments, i. e., the Department of Agriculture, the Food Administration and the Federal Trade Commission, have each apparently adopted systems of issuing questionnaires to those engaged in the grain business requiring reports in detail of their business, not only for the present and future, but for the past. A number of our members advise that it is impossible for them to furnish these reports. We fail to see the necessity of all of these different reports. A casual reading of these questionnaires from the Bureau of Markets and the Federal Trade Commission will tend to convince one that the persons preparing these questionnaires have little, if any, practical knowledge of the grain business, but are trying out some pet theory.

Dockage: As the Federal Uniform Grades provide for dockage of all foreign material in wheat, you should at once provide yourself with the necessary equipment to determine this. Don't think that you can guess at it, as this is not practical and you will find that where wheat carries two or three per cent of foreign matter you will have difficulty in convincing your farmer patrons that they should be penalized. There are two different devices in general use for this purpose; a nest of three sieves with perforated bottoms and a machine known as the Emerson Kicker. This last named machine has been in general use in the spring wheat states where the dockage system was inaugurated several years ago. It is also necessary to have in connection with either of these devices a small 16-oz. scale. Don't delay the purchase of these necessities until the day you have occasion to use them, as it is probable that owing to the extraordinary demand at this time, your order may be delayed.

Local Meetings: Every dealer should make a special effort to arrange to attend the local meetings held in his section. These local meetings, where well attended, result in much good, as they tend to promote good fellowship and a better understanding of, and with your competitor.

I wish to impress upon every dealer present the importance of giving our association his moral and financial support. Remember it is only through your organization that the greater problems confronting the grain trade can be met and worked out. This is no time to permit of petty differences between you and your competitor. Don't put a chip on your shoulder and by your daily attitude dare some one to knock it off. If you are possessed with a desire to pick a quarrel volunteer your services to the government, shoulder a gun, and take out your spite on the Kaiser and his crowd.

Don't forget that we are in a state of war, and until this war closes, we may expect certain privileges heretofore our rights, to be curtailed. We all owe a duty to our government and none of us should shirk that duty.

J. H. Barnes, pres. U. S. Grain Corporation, who was to address the dealers, wired Pres. McClure that owing to rush of work it would be impossible for him to be present.

F. A. Derby, Topeka, read the following paper on "Attitude of the Bureau of Markets Toward the Grain Trade."

Attitude of Bureau of Markets Toward Grain Trade.

If the attitude of the Bureau of Markets toward the individual grain dealer is constructive, we have never been able to see where. We believe the Bureau was originated to secure better market conditions for the producer and place the consumer in a position to secure requirements at the nearest possible point. The argument that such a Bureau might be beneficial if properly conducted looks reasonable, but in time of war, when every available man and every available resource of our country should be at work in lines that are most needed to win for Democracy, we believe the Bureau is spending entirely too much man power and money to accomplish less than nothing.

Just imagine what a boost to the harvest help of Kansas it would make if all the employees of this Bureau could be in our harvest fields during the month of July. What a relief it would mean to some department whose war work has been increased ten-fold if this force were turned to them at this time.

From discussions I have had with parties who are in closer touch with the Bureau than I am, and from a general observation of its work, I can but form the opinion that the Bureau tends toward Socialism. They have chosen a particular class of producers and business men to help them conduct their business to eliminate a certain other class of men who are competitive.

As proof of what we claim, we cite you to the interest the Bureau of Markets has taken in the bookkeeping systems for cooperative elevators. Systems are established at a big expense and have been installed in many elevators. As to what expense this has been to the Government we could not state, but they have furnished experts to put them in and keep them working, which undoubtedly cost a great deal of money. The general opinion is that these systems are entirely too elaborate and intricate for an ordinary elevator business.

As proof of our contention that they are accomplishing nothing we call your attention to the amount of literature which all grain interests receive from this Bureau. Did any of you ever take the trouble to read more than one of their reports, and then to the waste basket for all the rest?

It seems the questionnaires and reports are gotten out by men who are connecting so much red tape to the business that the common grain man, with only a limited amount of time to investigate, can get neither head nor tail to the whole matter.

When this Bureau was originated some Congressman was on hand who had in view the idea that he would need the support of rural communities at some future time and that by fathering this move he could secure it and get prestige which to him meant votes, and it was votes he needed to hold his job.

It has seemed the idea of the Bureau so far as possible to eliminate the middleman and help the consumer buy direct from the producer. We believe the Bureau is out of its intended line when it does this. We presume the Bureau heads would argue they are doing this for economical reasons, claiming to save money for the consumer and pay the producer more. This we deny, as it has always been found that men with experience were necessary to merchandise our country's products.

The politician's argument that the middleman is unnecessary and a grafter is absolutely unreasonable; but we must admit among a certain class this talk does make votes for the office seeker. The great marketing system that has been built up in this country is the outcome of years of study and work, and what the dealers or middlemen accomplish is wonderful. They should be given credit for the wide distribution of all that the farmer produces and at a minimum cost. The great packing industries of this country have given figures that are astounding. The very small percentage of profit on meat as compared with the selling price shows that the organization in this line is indeed remarkable. The grain trade, which has been built by years of experience in distributing the grain to all parts of the world, must be admitted to be perfect.

The effort of the Bureau in the past year to secure for the drouth stricken sufferers in Texas a place where they could buy their requirements has been indeed ludicrous and perhaps costly to a great many dealers in Kansas who tried to familiarize themselves with the Texas customs in handling grain. I know many dealers have had hot corn in Texas that they had to go down and dispose of at a great loss. It simply goes to show that a dealer at some market center who understands the customs and requirements of Texas is the only proper man to handle this business safely. It has been said that the Bureau of Markets' one accomplishment in this respect was to introduce the Texas grafter to the Kansas sucker.

At this time, when man power and money are needed so badly in other lines, it is a great mistake to keep the Bureau of Markets in existence. We also contend that in any event the Bureau of Markets should not choose to help any particular class of trade without doing as much for others, and its past action has tended to spread discontent rather than work for harmony.

E. Bossemeyer, Jr., Superior, Nebr., made a short talk on the "Fixing of Prices by the Government."

Prof. L. A. Fitz of the Bureau of Chemistry, U. S. Dept. of Agriculture, delivered an address on "Grain Dust Explosions, Their Causes and Prevention."

Sec'y Smiley: I believe no one thinks for a moment that it would be unpatriotic to discuss the matter of price fixing.

Mr. Derby: Mr. Barnes has given out the idea at two different meetings that it was not the idea of the Grain Corporation to fix the price, but that the price was to be fixed by competition. We are promised favorable consideration if present prospects materialize.

Jas. Robinson, Potter: There is nothing left for us to do, but close our plants, if mills are permitted to pay more for the same grain than we can afford to pay and make a reasonable profit. The mills are taking our business away from us. Aren't we entitled to something for our work? The small margin of profit we are now getting does not indicate fairness.



Photo by Wolcott.

Kansas Grain Dealers at Topeka, May 28, 1918.

Sec'y Smiley: I sympathize with Mr. Robinson. I understand the situation in his territory. Mr. Barnes states in a letter that if there is no other way to control the price, the price must be fixed. We should not criticize the F. A. because he had an awful job on his hands. They had no organization. Unless we state to the grain corporation what we want, we cannot expect to get it. Every zone manager should fix the margin of profit. It is impossible to fix the margin of profit for the entire country.

R. A. Long, Elk City: I think it is not unpatriotic to criticize the Kansas City office. Elevators and mills should be placed on the same basis. The mills have no right to pay more for grain than I can afford to pay. I am in favor of making a strong protest against this practice. We cannot live on patriotism altogether.

D. S. Coleman, Oneida: I don't see why we cannot work for nothing the same as the zone managers.

Wednesday Morning Session.

D. F. Piazzek, vice-pres. U. S. Grain Corporation, Kansas City, made the same address to the Kansas dealers as was made at Oklahoma City. Mr. Piazzek's address at Oklahoma City was printed, in part, in our issue of May 25, age 857.

E. C. Eikenberry, pres. Grain Dealers Natl Ass'n, made an address on "Now and Later in the Grain Trade," from which we take the following:

Government Control of Grain Trade.

At a recent meeting in New York the latter part of last month very energetic protest was lodged with the Food Administration against the necessity of being compelled to fill out these reports, and against the form of the reports which did not seem to fit in with any form of bookkeeping in the grain trade.

The Food Administration, following its policy of co-operating with the grain trade, requested that three of us redraft this blank, giving us authority to make it as simple as possible, only with the condition that it return to the government the information desired. Exactly what the information that is desired may be, I am not in position to state, but in a general way I am satisfied, and I presume you gather from the tenor of the information demanded, that it has to do with your profits, and it is designed that from these reports they may gather information as to margins on which you are operating, and as to probably what may be considered a reasonable margin or unreasonable margin, and whether you are guilty of profiteering

or not. So now I am on my way to Minneapolis to meet the other two gentlemen, and comply, so far as within our power, with the request of the Food Administration.

With the war beginning in April, it wasn't possible to give the question of grain distribution very great consideration previous to the time of the harvest of 1917. There was little or no time to make adequate preparation.

Let us notice the changed attitude of the Food Administration toward the grain trade when the time has come that we can expect co-operation. I cannot produce anything so convincing as the attitude of Mr. Piazzek, an active representative of the Food Administration as he appeared before you and asked you to co-operate, to come and talk with him, and ask the privileges of talking with you. If you had been living somewhere else, you probably would not have been asked to talk it over, but would have been given an ultimatum, and you would probably go away thinking it was a good government; but that is the freedom, gentlemen, we possess in America.

Government Control to End with War.—There isn't a man who has to do with the control of the grain trade who would not welcome the opportunity tomorrow to lay aside his official duties and retire to his private work. So that I have dismissed any apprehensions I may have had as to the future of the grain trade, as to the condition of the grain trade after the war, as to its being changed by government control.

Least Margin in Grain.—The department of the Government hitherto finding it or making it their duty to hold the grain trade with a view to determining if it is done economically, have determined that grain passes from the producer to the consumer at the least margin of any staple product of human use. In other words, that wheat from the field to the flour bin has taken on a lower margin of charge incident to that change than that of any other product of common use.

I believe the grain business will come back to us just as free from government control, and just as unchanged as before. It will not come back to us altogether unchanged after all, for our lives will be changed, our commercial system, the way we look at each other, our business and all will come to us in a new world, and will conform to the necessities and conditions of a new world wrought out by this great conflict. We cannot predict the form it will take, but I do believe that is the only change we may apprehend in the grain business.

It is impossible to say today what the problem of to-morrow will be. We cannot, and you realize it, that no man, can make any prediction as to the course of procedure we must follow, because we are proceeding on an uncharted sea, because no man knows the development of to-morrow, next week or next month.

C. C. Isley of Cimarron gave a long

and interesting talk on "Our Civic Obligations Today."

Wednesday Afternoon Session.

The program for the last session included a general discussion on many subjects of vital interest to the grain dealers of the country. However, it was found that the papers read and the addresses made covered the subjects so thoroughly that very little discussion was entered into.

E. L. Brown, Chester, Nebr., read the report of the auditing com'te on the financial condition of the Ass'n, and stated that the com'te, after a careful audit, had found the books to be correct. The report follows:

FINANCIAL STATEMENT FOR YEAR. 1917.

Receipts.	
Bal. on hand Jan. 1, 1917	\$ 757.91
Advertising and directories	762.23
Membership fee and dues	\$5,367.00
Less exchange	3.45
	5,363.55
	<hr/>
	\$6,883.69

Disbursements.	
Rent	\$ 264.00
Printing	513.60
Telephone and telegraph	85.85
Taxes	2.54
Office supplies	79.46
Postage	219.00
Attorney fee	150.00
Dues to the National	128.00
Stenographer	753.00
Officers' expenses	12.24
Secretary's traveling expense	535.47
Secretary's salary	3,291.66
	<hr/>
	\$6,036.87

Balance Jan. 1, 1918	846.82
	<hr/>
	\$6,883.69

H. Work, chairman of the com'te read the resolutions. In addition to a resolution thanking the Topeka Board of Trade the following were adopted:

Resolution.

DENOUNCE NON-PARTISAN LEAGUE.

Whereas, Agitations and organizations attempting to create class hatred and distrust among our people have been officially defined as German propaganda. We believe the activity of the Non-Partisan League can be so classed and the success of their program would create as great chaos here as the Bolsheviki in Russia.

We congratulate the Farmers Union and the Equity organizations for their stand against this proposition and ask all loyal grain dealers and patriotic citizens everywhere to warn their neighbors against this dangerous German organization.

NO LICENSE FOR SCOOPERS.

Whereas, The Food Administration Grain Corporation requests and demands of every grain dealer regularly engaged in handling grain a license and the making out of



Second Section Kansas Grain Dealers at Topeka, May 28.

various reports, we therefore ask that no license be issued to any person not equipped with elevator facilities, office and scales except in such cases where elevator facilities do not exist.

PLEDGE SUPPORT TO GOVERNMENT.

Whereas, Our nation is now involved in the most desperate war ever known, menaced by the peril of Kaiserism, and whereas thousands of our best citizens are called to the front in the defense of American principles; be it, therefore,

Resolved by this convention, That we heartily endorse our Government in the prosecution of this war to its victorious end; also be it

Resolved, That we hereby pledge our heartiest support and co-operation to all Departments of the Government.

ASK HELP TO HARVEST WHEAT CROP.

Whereas, The present growing wheat crop in the State of Kansas promises a yield of from 90 to 100 million bus., which will be ready to harvest between the 10th and 30th of June, and,

Whereas, Owing to the draft of a large number of our able bodied men to the army and the various army cantonments, be it

Resolved by the Kansas Grain Dealers Ass'n of the State of Kansas in session at Topeka, May 28-29, That we appeal to the United States Government for help to harvest this bountiful crop of wheat, of which we are in such urgent need at this time, either by releasing a sufficient number of men at Ft. Riley and Camp Funston to enable the farmers to secure this wheat crop promptly and in first-class condition, or aid the Kansas farmer by furnishing help from some other source.

Wheat is a crop that necessitates being gathered very quickly to be secured in good condition and without waste, hence we respectfully urge that the United States Government give us help from some source.

WANT ALL GRAIN WEIGHED AT DIVISION POINTS.

Whereas, The carriers of the country having served notice on grain shippers that they would not consider loss in transit claims, unless leak reports were attached to papers, and,

Whereas, Carriers have appealed to the Interstate Commerce Commission to make a ruling releasing them from liability unless leak reports are attached to claim papers, and,

Whereas, Interstate Commerce Commission appointed a commissioner to take testimony, which testimony was referred to the Interstate Commerce Commission, and

Whereas, The Commission has reported to Mr. Henry L. Goemann, of Mansfield, O., that rules intended to limit the legal rights of either party should not have been presented to the special examiner because they would not be binding upon the carriers and shippers as a whole as they are beyond the jurisdiction of the Commission to prescribe; therefore, be it

Resolved, That the Kansas Grain Dealers Ass'n in session, this 28th day of May, 1918, recommend to the Interstate Commerce Commission that the carriers be compelled to build and maintain transfer elevators equipped with modern large

capacity scales at all division points, and, be it further

Resolved, That all car loads of bulk grain be unloaded, weighed and re-loaded at all division points; and be it further

Resolved, That adequate weighing fee for the service performed be fixed by the Commission to be paid by the shipper to the carrier performing the service.

OPPOSED TO COMPLEX REPORTS TO FEDERAL DEPTS.

Whereas, The Grain Trade deprecates the demands made for multiplied reports to Government Departments not allied to those essential to war activities; that said reports to Federal Trade Commission and others, are of an involved and complicated character, making requests for showing frequently not shown in any system of accounts customarily kept by country grain dealers, that their compilation demands in many instances the help not available in these arduous times, we

Resolve and request of the various Government Departments having in charge the food control that all reports demanded of the grain trade be simplified and made as practical as possible to conform with their present method of bookkeeping, and, that said reports be standardized so that copies of one report can be furnished to each Department requiring the information desired. We wish to assure the various departments the desire of this Ass'n to act in hearty co-operation with them and all their demands; at the same time we are trying to conserve on help and operate our business as economically and efficiently as possible. Reports demanded in the past have entailed in our judgment unnecessary labor and help and anything that can be done to simplify and eliminate unnecessary repetition will be greatly appreciated.

Under the present system reports, while they all want practically the same information, each must be made independent of the other and no one set of books is practical in answering the questions of all reports, so we request these reports be standardized so that a method of bookkeeping can be adopted that will give the necessary information to all departments.

Jas. Robinson, chairman of the Arbitration Com'ite stated that he had nothing to report.

The election of officers: J. B. McClure was nominated and unanimously elected for a second term.

Mr. Washer: When I was in an elevator at my hotel I met an old friend who said to me: "Bill I am really heart-broken." Of course I was anxious to know why and he said, "Well, you know I have been attending these Kansas meetings for the past 21 years, and have always taken great pleasure in hearing your speech nominating Smiley for secretary. Now I am leaving town, and won't be able to hear this speech this year, the first time I have missed for 21 years." My friend has left town, but I must offer Mr. Smiley's name for re-nomination as secretary of this ass'n.

The nomination was seconded and Mr. Smiley was elected unanimously. E.

Bossemeyer, Jr., was elected vice-president.

The following directors were re-elected: W. S. Washer, Atchison; R. W. Dockstader, Beloit; J. D. Mead, Ft. Scott; J. Lyons, Langdon; E. L. Brown, Chester, Nebr.; J. M. Rankin, Cambridge, Nebr.

The convention adjourned *sine die*.

The Banquet.

The hospitality of the members of the Topeka Board of Trade was warmly demonstrated by the banquet which they tendered the visiting dealers and their ladies, Tuesday night at the Masonic Temple. J. Ralph Pickell of Chicago was the principal speaker of the evening. The more than 300 present listened attentively and applauded frequently during his lecture on "Looping the World in War Time."

The dedication of the association service flag by Dr. E. J. Kulp was very impressive. As each of the fifty-one names on the association honor roll was called the relatives present arose and received the hearty applause of the banqueters. After the reading of the names a prayer for the boys was offered.

Dr. Kulp may well be called the "fighting preacher." His address on the war question was boiling over with enthusiasm to prosecute the war to a finish. His frequent denouncement of the "hateful Hun" met with loud applause from his listeners.

The music was furnished by an orchestra from a local theater. The rendition of popular songs by Miss Gohlke was very pleasing.

Convention Notes.

Chas. G. Smith and C. W. Stiles represented Hutchinson.

Wichita sent A. L. Ayres, F. J. Kramer, H. C. Rice and J. H. Beyer.

F. G. Olson, of the Western Grain Co., was the only Denver representative.

Oklahoma was represented by William Hayton, Billings, and P. S. Sutton, Vinita.

Identification badges were distributed by the White Star Co. Mrs. B. E. Means was in charge.

The Grain Dealers Nat'l Mutual Fire Ins. Co. was represented by F. S. Rexford and J. T. Peterson.

W. H. Moore, St. Joseph Hay & Grain Co., J. W. Dailey and Marshall Bruce represented St. Joseph.

From New Orleans came C. B. Stanford and Geo. S. Colby, chief grain inspector and weighmaster.



Third Section Kansas Grain Dealers at Topeka, May 28.

C. L. Weekes, of Chester L. Weekes Co., was on hand telling of the merits of Atchison as a grain market.

Souvenirs included pocket book by Derby Grain Co.; pencils by Ayres Grain Co. and W. G. Dilts, Jr., & Co.; watch fob by Golden Belt Grain & Elevator Co.

The ladies very much enjoyed the automobile trip over the city Wednesday morning. It turned out better than the one planned for the men after the Tuesday afternoon session. The visiting ladies were also the guests of the Topeka Board of Trade at a matinee Wednesday afternoon.

Nebraska was represented by C. H. Taylor, Prosser; J. M. Rankin, Cambridge; Earl Ground, Prosser; Geo. H. Hayes, Hebron; F. H. C. Allen, Lincoln; H. H. Zieme, Beaver City; E. L. Brown, Chester; H. G. Thomas, Beatrice; J. T. McPherson, Cortland; J. A. Mayer and daughter, Stella; O. B. Todd, Shubert; J. D. Bailey, Superior; J. C. Goehring, Barnston.

Kansas City was well represented, those in attendance from that market being Cort Addison, Addison-Benton Grain Co.; H. G. Stevenson and F. O. Zimmerman, Stevenson Grain Co.; J. E. Leahy, Frank B. Clay Grain Co.; Arthur Freeman, Ernst-Davis Com. Co.; Wm. Colton, B. C. Christopher & Co.; L. M. Hicks, A. C. Davis Grain Co.; W. C. Goffe, Goffe & Carkener; W. J. Mensendieck, Mensendieck Grain Co.; Frank Fleming, Aylesworth Grain Co.; J. B. Bailar, Secular-Bishop Grain Co.; L. A. Fuller, Thresher-Fuller Grain Co.; E. A. Twidale, Twidale Wright Grain Co.; F. D. Bruce, Bruce Bros. Grain Co.; W. W. Young, Orthwein-Matchette Grain Co.; W. E. Hotchkiss, D. L. Croysdale, L. J. Morgan, C. E. Watkins, Frank Barrett, I. Updike, E. M. Hibbs, H. L. Kunce, E. A. Sullivan, Wm. Murphy, F. J. Clute.

Kansas dealers present included: W. A. Applegate, Caldwell; J. E. Andrews, Carden; A. W. Armstrong, Glade; E. N. Bailey, Baileyville; O. E. Bailey, Bloom; W. S. Bolton, Rossville; George Brown, Minneapolis; T. J. Byrnes, St. Marys; E. E. Beougher, Grinnell; J. M. Black, Lebo; M. W. Bulmer, Michigan Valley; C. W. Bradshaw, Randall; Ray Brooks, Little River; J. V. Burroughs, Plainville; J. H. Bruney, Gorham; D. W. Becker, Meridan; W. S. Campbell, Norton; Bruce Carlson, Americus; V. P. Campbell Clay Center; Homer Crosby, St. Francis; M. Chamberlain, Beverly; O. E. Case, Cleveland; H. L. Coiburn and wife, McPherson.

W. B. Dalton, St. George; L. N. Dressing, Moreland; J. C. Dopp, Glasgow; G. A. Forsee, Falun; W. S. Cable, Beloit; F. L. Gellatly, Goodland; M. S. Graham, Zurich; Joe Hartter, Berwick; W. F. Hinerman, Brookville; J. T. Hutchins, Salina; C. E. Hartwell, Rexford; L. G. Hepworth, Manhattan; E. Hefflin, Wilmore; Thos. F. Hogan, Junction City; B. A. Hines, Clay Center; F. J. Hartwig, Cortland; G. E. Heald, Morrill.

F. A. James, Burden; J. B. Jennings, Jennings; J. Jacobson, Formosa; Jon. Janbusck, Ellsworth; L. Karnowski, Centralia; C. A. Kalbfleesch, Harlan; I. B. Kirkpatrick, Oswego; J. A. Lyons, Langdon; W. H. Lyons, Smith Center; H. B. Miller, Delia; C. F. Mosher, Rexford; H. A. Meyer, Centralia; M. S. Meller, Almena; E. A. Miller, Corning; M. L. Marshall, Beloit; E. C. Merton, Cherryvale; F. F. Michaels, Scranton; Daniel Murphy, Miles; W. A. Moore, Moreland; J. W. Machin, Wamego.

M. W. Perea, Iola; H. D. Paynter, Galva; G. W. Pratt, Chetoni; J. O. Ross, Wamego; G. W. Roller, Jennings; E. Rogers, Hope; C. T. Royston, Lawrence; W. E. Robertson, Morrill; J. E. Stone, Zurich; A. L. Scott, Pittsburg; W. J. Straley, Frederick; Wade Sence, Rock Creek; J. S. Sperry, Bunker Hill; F. Taylor, Almena; C. H. Taylor, Prosser; C. W. Thierlot, Beloit; A. E. Thompson, Aurora; Clarence Taylor, Mercantile; J. Talman, Lucas; J. C. Van Fleet, Galva; M. C. Whitney, Agra; T. M. White, St. Marys; G. K. Wilson, Quenemo; E. C. Wyatt, Salina; C. N. Wendell, Nickerson; H. Work, Ellsworth; F. D. Walters, Studley.

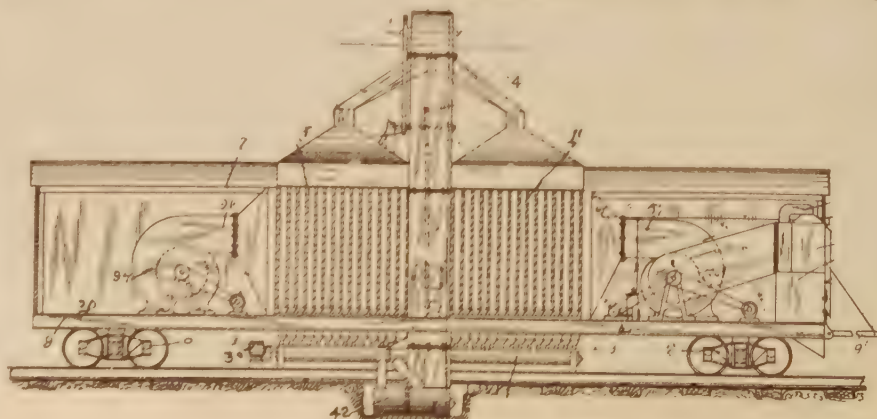
Grain Salvaging Car.

To obviate the expense of transportation of watersoaked grain to distant local driers, Oliver W. Randolph has invented and been granted letters patent No. 1,262,842 on a drying and salvaging car that can be moved quickly from place to place and to burned elevators, to dry grain before fermentation begins.

The trucks are of standard make equipped to be hauled as a special car with fast passenger trains. In the middle of the car are four stands of elevators. In order to get the boots low enough and the heads high enough they are made detachable from the parts of the legs extending thru the car. On one side of the elevator legs is the drier compartment and on the other side is the cooler compartment. Two screw conveyors extend lengthwise of the car under the drier and cooler, the screw being between the up and down legs of each elevator. An electric motor in the elevator compartment drives the elevator belt.

At one end of the car is an air heating and tempering furnace of special design, from which the mixed air and gases are drawn by the blower and blown thru the drier. A similar fan at the opposite end of the car blows cool air thru the cooler, and both are driven by electric motors. The draft doors and dampers of the furnace are controlled by the movements of a piston in an air cylinder. Pressure is exerted on one side of the piston by a spring and on the other by compressed air. A pulley on the shaft of the blower drives the compressed air pump which stores up a supply of compressed air in a reservoir. From the reservoir the air passes to the cylinder controlling the dampers thru a pipe in which is a valve opened by a thermostat in the drier compartment, to open or close the draft doors and dampers at predetermined maximums and minimums of temperature, to maintain the degree of heat automatically.

Wet grain to be dried is dumped into the extension of the boots on either side, elevated and discharged into drier. From one side of the drier the partly dried grain is re-elevated and given a second treatment on the other side of the drier. Grain from the second section of the drier drops into a conveyor, delivering to boot of elevators elevating the grain for delivery into the cooler. In cooling the grain is re-elevated for treatment in the second section of the cooler, dropped into a conveyor and fed into the receiver 42, in the engraving, from which it is taken by a car loading mechanism not shown, and delivered into cars for shipment.



Longitudinal Section of Grain Salvaging Car.

Illegal Acts of Food Administrator Prove Boomerang.

The fact that the fixing of the price of wheat between farmers and dealers or millers is not authorized by the law of the United States lends interest to a similar question that has arisen in England where the Food Administrator seized stocks of beans and peas, paying the original consignees and ignoring the subsequent buyers, who had sustained heavy losses by such forced cancellation of contract.

The aggrieved traders went into court and got judgment against the Food Administration. The Food Administration thereupon introduced a bill to make its acts legal, and from the debate in Parliament on this bill the following is taken:

Sir F. Banbury (City of London U) moved the rejection of the bill. He pointed out that there was an Act in existence which could be put into operation to deal with inordinate excess profits. But the real objection to the bill was that an illegal order had been issued, and the people concerned went to the courts of law. The hon. gentleman told them the Food Ministry was not going to appeal against the judgment of the Courts, but were coming to the House of Commons, meaning that the Food Controller did not choose to be bound by the law of the land. If a King had acted in this way he might have lost his head. These sort of actions were far more tyrannical—

The Speaker.—The right hon. gentleman is not entitled to bring in the name and personality of his Majesty. Sir F. Banbury.—I said "a King." I would not have done such a thing for the world. The Speaker.—What King? Sir F. Banbury.—Charles I. (Laughter.) The Speaker.—The right hon. gentleman is merely trifling. Sir F. Banbury.—No, sir. I look on this bill as one of the most tyrannical attempts of the Ministry of Food to get over a legal decision. If a King had done that sort of thing he might have lost his head. Continuing, he asked why the hon. gentleman did not appeal to a Court of law. Why did not the Food Ministry go to the Court of Appeal? (Mr. Clynes.—We are not so much concerned about law in this case as about justice.) He had always thought that justice was more likely to be found in a Court of law than in a Government Department. The bill was retrospective in its action. It proposed to legalize Orders issued by the Food Ministry which had been declared by the Courts to be illegal, and to save the Minister from the consequences. For the House of Commons to pass such a bill would mean the end of the sanctity of contracts—the foundation of all business transactions—and the liberty of the subject.

Mr. Lough supported the rejection of the bill. He thought that if any charges were to be made against the firms at which the bill was aimed they should be investigated in a Court of law. If these people made extraordinary profits there were a dozen ways of explaining how the profits were made. The Ministry itself was responsible in some cases, for when commodities had been bought at a certain sum they had required dealers to sell at a greatly enhanced sum, and so a huge scheme of profiteering was carried out by the Ministry. The policy of the Department had led to Orders for importation being cancelled, and this in turn led to high

prices and scarcity. Cheese could not be got now for the same reason that people could not get these Beans. The House would be setting an evil example if it sanctioned this retrospective legislation without giving the people concerned an opportunity of stating their case.

Colonel Sir F. Hall (Dulwich, U) could not understand why the Government should not go to the Court of Appeal instead of coming to the House for fresh legislation. The House should be very careful before upsetting decisions which had been carefully gone into by a learned Judge. He was afraid that people might be led to support the Government without being aware that they were practically upsetting the whole of the legal machinery of the country. He believed in the sanctity of contracts. If Sir F. Banbury pressed the matter to a division, he would certainly support him.

Sir A. Spicer (Hackney, Central, L.) regarded it as a serious step to interfere with the sanctity of contracts. He understood that the contracts contained arbitration clauses, and that any gross case of profiteering could be dealt with in that way. He did not think a case had been made out for such extreme action as was proposed.

FEEDING GRAIN to birds brot a fine to one woman in England. Another was fined for cleaning wall paper with bread.

E. B. Boyd, agent Western Trunk Lines, in Circular No. 1-N, publishes the following Rule No. 810: Shipments, L C L., requiring entire car.—Less than carload shipments, loaded in cars which, at shipper's request, are to run thru without other loading, will be subject to carload rate and minimum weight, and the following notation should be placed on bills of lading, way-bills and transfer slips for same: "This is a carload at shipper's request, and must not be delivered at less than carload rate and minimum weight." Effective June 15, 1918. Issued on 10 days' notice under special permission of the Interstate Commerce Commission No. 46085 of May 24, 1918.

Safety Cover for Open Bin.

So many lives have been sacrificed to the open grain bin, that many elevators are now provided with covers for all unguarded bins. In the Equity Exchange Elevator at St. Paul, the details of which were worked out by the Toltz Engineering Co., to meet the wishes of the owners, all bins of the storage part are covered and the openings into the bins thru the floor of the conveyor gallery are provided with double coverings, a heavy iron cover being placed above iron grating, both of which are removable.

The openings thru the grating are wide enough to permit ventilation of the bin and at the same time prevent anyone falling into the bin. No doubt the iron cover will be used to close the opening into all bins most of the time, but in this house all of the openings in the storage part which parallel the conveyor belt, can be closed tight, or left open without danger to the employees.

SERVE abroad or serve at home. Buy War Savings Stamps.

CASH RYE dropped from \$2.62 to around \$2 in a few weeks on the good crop prospects.

REMOVAL TO CHICAGO of the Washington food headquarters again is rumored, on account of the overcrowded condition of the capital and the more central location of the chief food city.

THE RAILROADS have petitioned the Interstate Commerce Commission to establish charges of \$2 and \$5 respectively if "order notify" shipments which are to be delivered on private sidings are held by the railroad for the surrender of the bill of lading after the arrival of the car. The practice of holding the cars until the bill of lading is surrendered is neces-

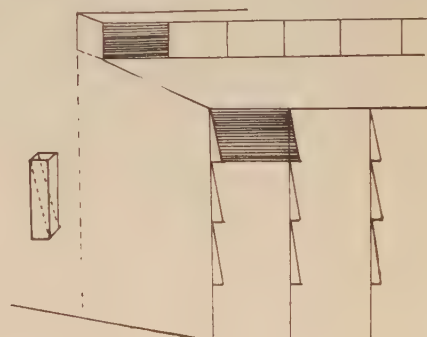
sary for the protection of the carriers. Notwithstanding this, they are asking the Commission to consider such placement after arrival, as a reconsignment within the meaning of the reconsignment tariff, unless bills of lading are surrendered prior to the arrival of the car, which in many cases is impracticable on account of methods of financing. Under the arrangement desired by the carriers, shippers or consignees will be penalized \$2 or \$5, depending on whether they surrender the bill of lading within the first 24 hours after arrival of the car or thereafter. The Grain Board of the Boston Chamber of Commerce has asked the Interstate Commerce Commission not to grant this petition, and has been advised that before the petition is acted upon it will be given an opportunity to be heard.—S.

CASH PAYMENT of freight charges has been ordered by the U. S. Railroad Administration. The extending of credit in the payment of transportation charges to one person while it is denied to another results in a preference in favor of the person to whom credit is given. While repeated attempts have been made in the past to check this evil, competitive conditions have rendered it impossible to do so. At the present time many shippers and consignees, especially large ones, enjoy with respect to many of their freight bills a credit not only of days but of weeks and sometimes of months. In the order Director C. A. Prouty says: The enforcement of the cash rule will require payment by the shipper and consignee, for the most part, without opportunity for the correction of errors in the freight bill, but in all cases where a mistake is obvious or where it is plainly indicated upon the face of the bill, the agent should make the correction before exacting payment.

Ventilated Wall for Cribs.

By C. B. SINEX.

Air and plenty of it is the best cure for damp corn and one way to get it is to provide ventilation for the crib. Air passes more freely thru large openings, but these must be protected against the entrance of driving rain and snow as in the plan shown in the engraving herewith.

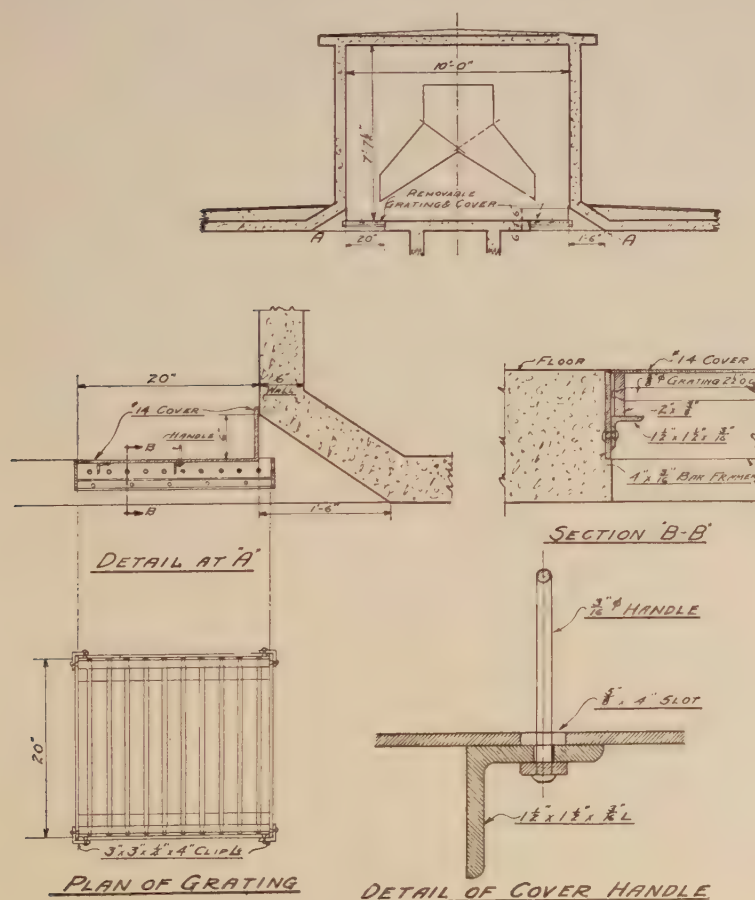


Ventilated Siding for Corn Cribs.

The crib wall is made of galvanized iron in sections, each section sloping outward from the wall at the lower edge. In putting on the iron we first nail triangular pieces of wood on the studding, cut, as shown in the engraving, out of 2x4 or 2x6, so that the lower edge of the iron stands out 2 to 3 inches.

Along the top of the crib is a ventilating trunk with slatted sides thru which escapes the air which has entered thru the crib walls.

The tendency of this arrangement is to draw like a stove, and the air is forced thru the corn.



Double Covers for Bin Openings.

The Interfering State.

The first meeting of the newly formed Imperial Ass'n of Commerce was held yesterday in the London Commercial Sale Rooms, Mincing Lane, Sir Charles C. McLeod (provisional chairman) presiding.

The Ass'n owes its inception to the conditions created by the war, and is intended to be a rallying centre where business men can secure protection through a powerful body to whose expression of thought both Parliament and the Government must pay heed. Branches are to be formed in every city in the kingdom which shall protect and safeguard British trade and British traders wherever their interests are assailed; and it is proposed to procure adequate representation of all sections of the business community on all Government Com'tees whose deliberations affect trade. The president is Lord Inchcape, and Mr. F. M. B. Fisher (late Minister of Marine and Trade, New Zealand) is the director of the Ass'n.

The Chairman read a letter from Lord Inchcape, in which he said, "Unless the mercantile community of this country organizes itself and shows a strong front against the disposition which is being evinced in Government offices to nationalize everything for all time, it will find itself in a sorry situation, and the commercial supremacy of this country, which hitherto has been the envy of the world, will disappear."

The time had come, the Chairman added, when an ass'n of that kind was absolutely necessary if their interests were to be protected. If the business of the country was left to the Government the country would be in a very sorry plight.

Mr. F. M. B. Fisher, explaining the objects of the ass'n, said that he had never known State control to be completely efficient, and it remained for the people of this country to devise a means whereby they could impart some intelligence to the controlling factors of the country. Large numbers of men who knew nothing about business had been employed by the Government, and they were telling business men what they ought to do to make business a success. It was an impossible and intolerable condition of affairs, and the ass'n proposed to aid the Government in transacting the nation's business intelligently, and in developing British trade. If they could create

an organization with 10,000 members, and branches in all the chief cities, they would then be able to approach the Government and speak with a united voice on all questions of trade. They were not going to undermine or interfere with any existing ass'n. They wished to preserve, by the force of public opinion the freedom of trade with as little interference and restriction as possible, and to place at the disposal of the Government their advice and information to help it in its difficulties.

Sir Herbert Hambling (manager of the London, Provincial, and South-Western Bank) remarked that, as a financial member of the Council of the Ministry of Munitions, he had been able to get some insight into Government methods, and if they wanted sheer inefficiency, or if they wanted nothing done, commend him to the civil servant. They must fight to the bitter end to see that the commerce of this country never came under Government control. His advice was—resist Government interference to the very utmost.—"The Times," London, Eng.

A LARGE, attractive photograph of the new Public Elevator of the Board of Commissioners of the Port of New Orleans now adorns our walls.

THE OREGON PUBLIC SERVICE Commission has sustained the state grain department, which is a branch of the public service commission, in fixing the dockage on a carload of grain shipped by C. B. Buchanan & Co. of Hillsboro and dismisses the company's appeal. As the grain was being loaded into the car cupfuls were taken out for samples, and these samples when tested showed a dockage varying from 2.6 per cent to 3.4 per cent on account of tame oats. When the car arrived at its destination at the mill of the Columbia Milling Co. in Portland samples were taken by a representative of the state grain inspection department. These samples showed a dockage of 5 per cent on account of tame oats. The company appealed to the commission against this increase in dockage. The commission holds that the method used by the grain department in obtaining samples is more accurate than the one used by the company.



20,000-bu. Cribbed Elevator at Dunbar, Neb.

Built for Service.

The illustration herewith is almost a complete story in itself.

The capacity of this house is 20,000 bus. It is cribbed construction, covered with sheet metal. Hoppers are built of concrete.

One feature of striking interest, and real importance, is the easy grade of the approach to the dump.

Mechanical equipment includes a Barnard & Leas No. 204 Separator; two stands of elevators with 6x11 buckets, rope drive to cupola, Richardson 5-bu. automatic scale; Birchard Boots and Distributors; Success all steel ball bearing man-lift, and Fairbanks 6-ton dump scale.

Power is supplied by Type Y 15-h.p. oil engine.

This smart grain handling station was designed and constructed by the Birchard Construction Co., of Lincoln, Neb. As the illustration indicates, it was built for the Farmers Elevator Co., Dunbar, Neb.

Your Wants.

Anything of use in a grain elevator has value.

Ask any elevator operator; he will concede that much.

Just now, because humanity appears to be all muddled up and still "a-mussing" things that have been used a little have a greater value than they ever had before.

The real problem is for the owner to find the grain dealer who would like to become the owner of the "whatever-it-may-be."

The Want Ad Man tenders his good offices to bring the seller and the buyer the help and the work wanters together. Manifestly it is impossible for the owner of a used oil engine, separator, scale, elevator, grain business or whatever it may be to inaugurate a personal search among the 26,000 grain dealers of the United States for that particular individual that would like to become the owner of the thing for which the present owner has no immediate use.

Finding the buyer is the one thing the Want Ad Man can do quicker and at a lower cost than any one else.

Why? Because twice each month he is equipped with six thousand, five hundred pairs of grain dealer eyes that are constantly on the lookout for what the Want Ad Man is searching for. Supported in this way, if he can't find a buyer for the elevator, the scale, the belting, the motor, oil engine, separator and other items of equipment you want to sell or buy, who can?

Eyesight Dimmed. Eyes given the Want Ad Man in January are not as sharp and keen as those he received May 25. So, if you advertised something in January and quit, the eyes serving you are not the best than can serve you.

One man came to the Want Ad Man with an elevator business he wanted to sell. The Ad Man's 6,500 pairs of eyes were detailed on the job and inside of ten days this man reported he had sold and got his price. And this man only paid \$1.08 to sell his elevator. If you can figure the percent of commission it cost him to sell, you are a better mathematician than the Want Ad Man.

Fired Every Day. One of the strange things about the life of this fellow is that he gets fired and hired every day, usually several times. Contrary to the ordinary run of men, if the Want Ad Man makes good he is fired. But with so many jobs the loss of a few is the source of satisfaction and ONLY BY LOSING HIS JOB CAN HE KEEP IT. That may sound strange, but if you will think it over a minute, you will agree that it is right.

Brass Tacks—with sharp points—it is the ambition of the Want Ad Man that some day he will attain that degree of efficiency that he need offer a thing only once to find a taker. Just now that is not always the case, but keeping an article or offer before the public will eventually get it before the fellow who is looking for just what is offered—and you will have made a sale by having adopted the economical method of turning the work over to

The Want Ad Man.
GRAIN DEALERS JOURNAL,
Chicago, Ill.

BARLEY is being shipped from Australia to Japan.

A CARGO of Argentine flaxseed was received recently by Spencer Kellogg & Sons, at Superior, Wis.

Elevator Roofs.

In the building of new elevators and in the remodeling of old ones the owner and builder no longer give consideration to roofs of wood shingles for the reason that experience has proven wooden roofs to be wholly unsatisfactory. They invite fire from outside sources, offering little resistance to those ever present enemies, locomotive sparks and lightning. That is enuf to stamp them as undesirable.

Other roofing materials available may be divided into three general classes, viz.: composition roofings, metal roofings and concrete. Of these three, the concrete roof is the most satisfactory in every respect except that of resistance to lightning, but on account of its great weight per square foot it can be used only on buildings constructed of reinforced concrete or steel. For the thousands of elevators built of other materials the owner finds it necessary to choose between a roof of composition and one of metal.

Composition roofings seldom have given satisfaction to those elevator owners who have applied them to their plants, and their use cannot be recommended.

It remains, therefore, that for the majority of elevators the roof which offers the most satisfactory service is that made of metal. It is to be had in a variety of types and forms, and it offers more effective resistance to locomotive sparks than any other material that may be applied to the average elevator, while it may be made practically lightning proof. Galvanized iron or steel is the material usually chosen for this purpose. Because of its inherent defects steel is not as good as a high grade of iron for roofing.

Galvanized iron for roofing is used in the flat, corrugated and shingle forms, and each of these has qualities which recommend it above the others, while each has its drawbacks. Flat iron cannot be used successfully unless some provision is made for raising the lap at the edge of the sheet above the surface of the roof in order that water may not so readily get under the iron. This is accomplished by several methods, the most popular of which is the V crimp. The crimp serves also to stiffen the sheet, and for retaining the form of the inverted V a triangular piece of wood is laid beneath the iron. Nails then are driven thru the V and thru the wood strip.

In corrugated iron it is not necessary to resort to anything other than the regular corrugations to raise the lap if enuf of the metal is used in lapping, but some manufacturers provide a high side corrugation to give still greater protection against the entrance of water that may

be forced to stand on the roof, as in the case of melting snow.

The problem of nailing iron roofing has caused builders considerable trouble because the insertion of a nail thru the iron breaks the coating of zinc and opens the way for rust and corrosion to begin their work. Nails which have themselves been dipped in a galvanizing solution should be used in every case, and for flat or corrugated iron a lead washer should be used on each nail. The washers should be placed convex side up and the nails driven thru until the head fits tightly on the washer. The washer then will fit tightly against the metal of the roof, and it will act as a seal to prevent the entrance of water. The lead washer also serves to keep the nail head from cutting into the roofing sheet, a fact which is of considerable importance when the roof is exposed to much wind.

A form of roofing that is gaining in popularity is the metal shingle. The best metal shingles are made from a good grade of iron, and are first cut out and stamped into shape then galvanized. It is important that they should be galvanized after being formed. Unless this is done the edges will be uncoated and cracks made in the coating at the time of stamping will give rust a chance to start. Painted metal shingles also are on the market but paint alone does not protect the metal as well as the coat of zinc spelter used in galvanizing. It is worthy of note, too, that it does not pay to apply paint to a metal roof for several weeks after it is laid, for the reason that the zinc will soon flake off and carry the paint with it. It is better to wait a short time, until the iron has become dull and lost its bright appearance. The paint will then adhere more readily. The paint used on metal should not contain any preparation of coal tar, because the acid in the tar will have an injurious effect on the iron.

One style of metal shingles adaptable to use on elevator roofs are those which are so made as to lock together at the sides, each shingle covering the nails used in applying the one into which it locks. This principle is illustrated in the drawing herewith, in which it will be seen that on a roof of this kind the nail heads are covered. Figure "A" shows a metal shingle being laid, and figure "B" shows it after laying. Elevator owners who have used this form of roofing express themselves as well satisfied, and it appears that the roofs give good service.

The sheathing over which a metal roof is applied should be made of fairly good boards, preferably shiplap. The boards should be laid diagonally or parallel with the comb, never up and down. If it is desired, building paper may be placed between the sheathing and the metal, but tar paper should not be used. If the roof has had tar paper on it that should be removed before the metal is applied.

The fact which makes the metal roof most suitable for the elevators is that it can be made to protect the building against lightning. An elevator with a metal roof and metal siding, with roof and siding connected at the eaves, and with the siding grounded in wet earth, is in effect a single large lightning rod and it is not believed that there is a record of a building so protected having been set on fire by lightning. The connections at the eaves and at the ground are important, and they must be properly made. The eave flashing should extend under the metal of the roof for several inches, and it should also extend over the metal

siding for some distance. Figure "C" in the accompanying sketch will illustrate the method for applying the eave flashing. To give a good job the flashing should be bent to form before it is taken to the roof.

The connection at the ground should be made by driving into the ground an iron rod, long enuf to reach to permanently wet earth. The top of the rod should be connected to the siding by means of a large gauged copper wire, or a copper cable, soldered at the points where it joins the rod and the siding. To make certain that the wire will not become separated from the siding a nail should be driven into the building until the head is a slight distance from the metal, then the wire should be wrapped around the nail tightly and the nail driven in until it holds the wire firmly. Solder should then be applied to join the wire to the metal.

C. N. D. Quotations Compiled by Government.

The telegraph companies were notified by L. D. Hall of the Buro of Markets Dept. of Agri. that on June 1 the Buro would take over the compilation of the C. N. D. quotations at the Union Stock Yards, Chicago.

The telegraph companies cheerfully acquiesced, being assured that the service would be improved and would cost them nothing. On the contrary the government has been furnishing the quotations a half hour to 15 minutes late for the markets to be sent out by the telegraph companies at 7:30, 8:30 and 10:30. The men employed by the companies to collect these figures were well known to and had the confidence of the packers, one of them having had 40 years' experience, and their work had been satisfactory.

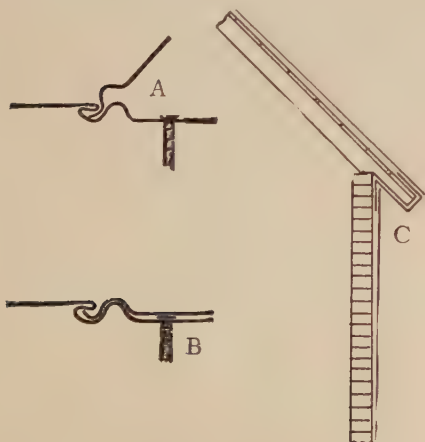
It was costing the telegraph company about \$50 per month to collect this information. It must be costing the government \$400 to \$500 per month, as it has opened an office and employs several men to do the work, and they are collecting a lot of figures in which no one appears to be interested and sending them to the telegraph company, which has to go to the trouble of sorting out those needed for the C. N. D. service, commercial news department.

It is said the Buro of Markets contemplates hiring a lot of leased wires at great expense. The same service is to be installed at the stockyards at Omaha, Kansas City, St. Joseph and at several other points, it is promised, to give quotations free of charge to all who apply for them. Did anyone kick on the quotations previously furnished?

The packers do not object to this governmental effort, neither do the telegraph companies. If anyone has been benefited let him rise up and explain. Apparently the only beneficiaries are the holders of the many jobs created.

SPECULATION in cotton futures will be the subject of a special investigation by the Department of Agriculture thru the Buro of Markets. Are the only criminals to be found in commercial lines?

THE NEBRASKA STATE Council of Defense has seized 250 acres' yield of 1916 seed corn held by Lawrence Stull, a farmer near Plattsmouth, Neb., and has sold it to Stull's neighbors for spring planting. The proceeds, after the expense of seizure and sale were deducted, amounted to \$8,000 and this sum was paid to Stull for his corn, which was sold at \$3.30 a bushel.



Section of Corrugated Sheet Rolling Door.

Grain Trade News

CALIFORNIA

Modesto, Cal.—I have opened an office in this city to handle grain, hay, and beans as wholesaler and broker only. I was buyer for the Modesto Farmers Union for 3 years.—P. S. Bomberger.

San Jose, Cal.—There has been no proposition to build a big elvtr. in this city as reported. Our annual production averages only about 12,000 tons of barley and 3,000 tons of wheat.—San Jose Chamber of Commerce, Jos. T. Brooks, sec'y.

Murrietta, Cal.—The Farmers Stock Co. will build an elvtr. of 30,000 bus. capacity on the Santa Fe R. R. at this place, construction work to start at once. It is expected to be completed by Aug. 1. J. V. Thompson is pres. of the company, and H. E. Davis is sec'y.—X.

Santa Maria, Cal.—The Santa Maria Valley Whse. Co. incorporated; capital stock, \$100,000; to engage in the operation of a general warehouse, grain, feed, general produce and milling business. The incorporators are M. M. Purkiss, B. Granas, S. D. Martin and others.

Ord sta. (Monterey p. o.), Cal.—After having about decided to give up the construction of their grain elvtr. this year because the railroad was doubtful of being able to extend the line, members of the Ord Elvtr. Co. have been told that the rails will be laid by Sept. 1. The elvtr. company is therefore making arrangements to handle the grain of its members in bulk as at first planned.

Sacramento, Cal.—The Associated Terminals Co., which owns the warehouse and bean cleaning plant in West Sacramento, is preparing to enlarge its bulk handling facilities in order to prepare for the movement of barley in bulk this year. Work is under way on 2 large grain bins which will enable the plant to handle 20 carloads of grain daily. The grain will move to this city in sacks on barges on the river, and the sacks will be dumped in the bins at the warehouse. The grain will then be shot thru into cars on the Nor. Elec. track between. By making arrangements for the bulk handling of barley, the sacks by which the barley is carried here, will be available for the rice or beans later in the season. Plans are also under way for the construction of a warehouse even larger than the present one on an adjoining site. It will be 20 feet longer than the present warehouse, which is 100x420 feet.

CANADA

Brandon, Man.—The Brandon Grain Co., Ltd., has made an assignment of its estate and effects for the benefit of its creditors.

Alderson, Alta.—The Wiest Grain Co. has been succeeded by the undersigned company, and the name of our town has been changed from Carlstadt to Alderson.—N. E. Stuart & Co., Ltd.

Winnipeg, Man.—The council of the Grain Exchange, at a meeting held May 29, fixed the following as contract grades of oats and flax for the year commencing Oct. 1, 1918: The contract grade for the season 1918-1919 shall be No. 2 Canadian Western Oats, with the privilege of delivering on contracts: (a) Higher grade oats; (b) No. 3 Canadian Western oats at a discount of 3 cents per bushel; (c) Extra No. 1 feed oats at a discount of 5 cents a bushel; (d) No. 2 feed oats at a discount of 8 cents. The contract grade for 1918-1919 shall be No. 1 Northwestern Canada flaxseed, with the privilege of delivering on contracts No. 2 Canada Western flaxseed at a discount of 3 cents a bushel.

COLORADO

Sterling, Colo.—Steve Berryman, formerly of Atwood, is now with the Sterling Mlg. Co. at this place.

Stratton, Colo.—The Snell Mill & Grain Co. is remodeling its elvtr., installing new cleaner and increasing warehouse facilities.

Vona, Colo.—The Snell Mill & Elvtr. Co. has completed the remodeling of its elvtr. and will install a new cleaner. The new warehouses and coal bins are also completed.

Hillrose, Colo.—The elvtr. at this place will be discontinued, and run exclusively as an alfalfa mill by the Great Western Alfalfa Mlg. Co., H. C. Long & Co. having sold out.—H. C. Long, treas. Farmers Alfalfa Mlg. Co., Denver.

Akron, Colo.—The Farmers Union met at this place recently and organized an elvtr. company, which will be known as the Washington County Farmers Union Co-operative Co. Fred Fassler was elected pres., and L. Ressler, sec'y-treas. The object of the organization is to operate an elvtr. here, and it was decided to purchase the elvtr. and feed store of Terry McAloon for \$40,000. The new company will not take possession until about Aug. 1.

Lamar, Colo.—Charles Maxwell, mgr. for the Lamar Mlg. & Elvtr. Co. in this city, has been made district mgr. of the interests of the Colorado Mlg. & Elvtr. Co. in the Arkansas Valley from LaJunta to Bellefonte, Kan. He will enter upon his new duties about June 15, with headquarters at Dodge City, Kan. In his new position Mr. Maxwell will have charge of the mills at Lamar, LaJunta, and Dodge City, Kan., and a dozen elvtrs. in various points of the valley in Colorado and Kansas. Merle Ward, who was formerly bookkeeper at the Lamar Mill, and has since been connected with the company at various points, will succeed Mr. Maxwell as local mgr. with H. J. Johnson as assistant.

IDAHO

Nez Perce, Ida.—We are moving our mill machinery to Lewistown, and building a 50,000 bu. elvtr. at this place.—Nez Perce Roller Mills.

American Falls, Ida.—Our office, formerly at Pocatello, has been located here for about a year.—Northern Grain & Whse. Co., F. M. Trippner.

Deary, Ida.—The Farmers Whse. & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, W. A. Bower, H. L. Ingle, William Smith, and others.

Lewistown, Ida.—We are moving our mill machinery from Nez Perce to this place and enlarging the capacity to 175 bus. per day. We are also building an elvtr. of about 40,000-bu. capacity in connection with the mill.—Nez Perce Roller Mills, Nez Perce.

Shelley, Ida.—The new plant of the Shelley Mill & Elvtr. Co., which was completed a few months ago, has a capacity of 250 bbls. per day, and is equipped with the latest flour milling machinery. The plant is at present leased to the Holley Mlg. Co., of Ogden, Utah, and Mr. Van Dusen, formerly of El Paso, Tex., is the mgr.

American Falls, Ida.—The fire referred to in a recent issue of one of your contemporaries refers to the fire we had over a year ago. Some of these reporters have evidently been Rip Van Winkle like, asleep, and have just awoke to the fact that our plant burned. Our new plant is running full time and everything is lovely.—American Falls Mlg. Co., Ltd., H. C. Erlich, mgr.

Hansen, Ida.—G. A. Journey, formerly agt. for the Farmers Society of Equity, has removed to Gooding, his former home.

ILLINOIS

Hindsboro, Ill.—J. Crawford & Sons have installed a Boss Air Blast Car Loader.

Moweaqua, Ill.—The McKenzie Grain Co. has succeeded the McKenzie Co. at this place.

Wyoming, Ill.—The Wyoming Grain Co. is having its elvtrs. repainted and repaired.

Rockport, Ill.—P. A. Wyatt is mgr. for the undersigned company at this place.—King Elvtr. Co.

New Canton, Ill.—Joe McFarland is mgr. for the undersigned company at this place.—King Elvtr. Co.

Maunee, Ill.—The American Hominy Co., of Henderson, Ky., is building a large corn elvtr. here.—C.

Champaign, Ill.—Edward Rising has purchased the West Elvtr. in St. Joseph from Sam Lowman.

Henning, Ill.—We are installing a new Western Gyration Cleaner in our elvtr.—McNeal & Prillaman.

Gillum, Ill.—C. F. Scholer & Co., of Bloomington, have purchased the elvtr. of Frank Supple at this place.

Westville, Ill.—O. M. Mackey has let contract to A. G. Boggess for the erection of an elvtr. at this place.

LaPlace, Ill.—We have bot out E. B. Chapman at this place.—La Place Co-operative Grain Co., L. B. Bowden.

Plymouth, Ill.—A Farmers Co-operative Elvtr. Co. is being organized at this place, and an elvtr. is to be erected.

St. Joseph, Ill.—Sam Lohman, owner of the West Elvtr., has sold his interests to Edward Rising, of Champaign.

Sciota, Ill.—Mr. Gillespie and C. E. Fahnestock have been employed to run the business of the Farmers Elvtr. Co.

Dimmick, Ill.—Thomas English, a member of the firm of Lyons & English, aged 63 years, died May 28, after a month's illness.

Dundee, Ill.—Owing to high prices and the scarcity of labor we do not intend to build this year.—Farmers Co-operative Elvtr. Co.

Calro, Ill.—Fred Wright, formerly with the Halliday Grain Co. in this city, has purchased an interest in the Wright Roller Mills at Dongola.

Randolph, Ill.—I have sold my elvtr. at this place to the Randolph Co-operative Grain Co., which will take possession July 1.—F. C. Martens.

Grant Park, Ill.—Faul Kuhn & Co., of Terre Haute, Ind., are making repairs in their elvtr. to cost \$7,000. A. G. Boggess is doing the work.

Redmon, Ill.—We bot the elvtr. of John Lawson at this place nearly a year ago, and repaired it last winter.—Brocton Elvtr. Co., Wm. Murphy, agt.

Omaha, Ill.—French Bros. are making some repairs in their elvtr. at this place.—W. T. Garner, Texas City, Ill.

Green Switch (Decatur p. o.), Ill.—Farmers in this vicinity are organizing an elvtr. company, but definite plans for the enterprise are not as yet completed.

Argenta, Ill.—The Argenta Grain Co. will erect a fireproof boiler room. The company will also enlarge its elvtr., increasing its storage capacity 20,000 bus.

Peoria, Ill.—L. A. Bowman, a former resident of this city, and a twin brother of G. L. Bowman, has returned here and entered the business of G. L. Bowman & Co.

Ladd, Ill.—R. G. Pritchard, mgr. of the elvtr. and lumber yard of the Armour Grain Co. in this city for more than a year, has resigned his position, and his successor, Burl George, formerly of Milington, has taken charge.

Dongola, Ill.—Fred Wright, formerly with the Halliday Grain Co. at Cairo, and Wm. J. Wright have purchased an interest in the Wright Roller Mills at this place.

Pekin, Ill.—John L. Turner, formerly weighmaster at the elvtr. of the Turner-Hudnut Co. in this city, has been transferred to the company's plant at Havana.

Polk sta. (Chicago Heights p. o.), Ill.—Paul Kuhn & Co., of Terre Haute, Ind., are making repairs in their elvtr. at this station. A. G. Boggess has the contract.

Fuder sta. (Momence p. o.), Ill.—Paul Kuhn & Co., of Terre Haute, Ind., are having repairs made in their elvtr. at this station. A. G. Boggess is doing the work.

Rockton, Ill.—William H. Moore has mysteriously disappeared and creditors have filed a petition in the federal court at Freeport to have him declared bankrupt.

Peoria, Ill.—The directors of the Illinois Grain Dealers Ass'n have accepted the invitation of the Peoria Chamber of Commerce to hold the 1919 convention in this city.

Judy sta. (Chicago Heights p. o.), Ill.—Paul Kuhn & Co. of Terre Haute, Ind., are having repairs made in their elvtr. at this station. A. G. Boggess is doing the work.

Pearl City, Ill.—The Pearl City Farmers Grain & Elvtr. Co. incorporated: capital stock, \$15,000; incorporators, W. H. Hummermeier, E. Flynn, C. W. Kloepping, and others.

Cullom, Ill.—The elvtr. of M. R. Meents & Sons will be covered with white asbestos sheathing, and the office interior will be covered with wall board.—Harold R. Meents.

Martinsville, Ill.—The Cooper Mfg. Co. has succeeded the firm of Rogers & Cooper at this place, Mr. Cooper having bot the interest of Mr. Rogers in the mill and elvtr.

Beason, Ill.—Fire in the elvtr. of the Skelton Farmers Grain Co. at this place, June 7, completely destroyed it together with 10,000 bus. of grain. The loss was covered by insurance.

Byron, Ill.—The elvtrs. of the Armour Grain Co. and the Farmers Grain Co. were badly damaged by the recent cyclone, and both are now being repaired.—W. H. Waldie, mgr. Farmers Grain Co.

Franklin, Ill.—The upper part of the new elvtr. of W. C. Calhoun was twisted and other damage done during the recent cyclone. The total amount of damage is estimated at from \$1,500 to \$2,000.

Middletown, Ill.—A. J. Brannan, formerly mgr. for the Middletown Grain & Coal Co. at this place, has removed to Chester-vale sta. (Lincoln p. o.), where he is mgr. for the Chestervale Farmers Grain Co.

Peoria, Ill.—The railroad line offices were closed May 1. The memberships in the Board of Trade, held by these offices, were put on the market and eagerly bot up by men interested in the grain trade.

Wing, Ill.—E. T. Holloway & Son, operated as the Wing Grain Co., have sold their elvtr. to Anderson & Holmes, and J. Wright has taken charge of the business.—Wing Grain Co., A. G. Zenor, mgr.

Radford, Ill.—The Radford Grain Co. incorporated; capital stock, \$35,000; incorporators, Ora McDaniel, Valeria McDaniel, and Frank L. Evans. It is understood that the new firm will take over the elvtr. of the Evans Elvtr. Co.

Fairland, Ill.—The farmers are forming an organization to enter the grain business, and will either buy or build an elvtr. My plant has been offered to them, but as the stock is hard to raise the plan may fall thru.—A. C. Kaiser.

Jacksonville, Ill.—Harry Oakes, who was killed by lightning on May 29, was at one time a well known grain man in Central Illinois; of recent years, however, he has not been in the elvtr. or grain business, but has devoted his time to farming and stock raising.—Jacksonville Grain & Com. Co.

Fidelity, Ill.—We are now operating at this station having purchased the interest of J. T. Darnielle here. The deal was made May 6 and the new company took over the property the next day.—Fidelity Co-operative Grain Co., William Nelder, mgr.

Petersburg, Ill.—We have built an office at our elvtr. at the junction of the C. P. & St. L. and C. & A. R. Rs. We are also preparing to enclose the corn crib, which is a part of the main building, so that it will hold oats, thus increasing our capacity about 5,000 bus.—Junction Grain Co.

St. Augustine, Ill.—Bader & Co. of Vermont, are raising the cupola on the local elvtr. to a hgt of 20 feet. Since the C. B. & Q. raised its tracks several years ago, considerable difficulty has been experienced filling grain cars. With the new elevation sufficient fall is assured to fill the cars to the roof.

Hoopeston, Ill.—J. H. Norris is retiring from the grain commission business in this city, where he was the representative of Lamson Bros., of Chicago. The firm was unable to find a suitable man for his successor, so the office was closed. Mr. Norris will devote his time to the furniture business, which he went into some time ago.

Decatur, Ill.—The office of the sec'y of the Illinois Grain Dealers Ass'n will be removed from this city to Delavan, Ill., after Sept. 1, the directors at their recent Chicago meeting having given Sec'y W. E. Culbertson permission to make the change. Mr. Culbertson, who has been filling out an unexpired term, was elected sec'y for the full year.

Baker sta. (Leland p. o.), Ill.—The Farmers Elvtr. Co., which has been financially embarrassed as a result of heavy losses, is to be again placed on a sound footing. At a recent meeting of the directors it was decided to wipe out the indebtedness of \$30,000 by issuing \$50,000 worth of stock, and starting with a clean slate and a nice working capital.

Elmwood, Ill.—The Elmwood Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, E. M. Maher, H. F. Zink, J. A. Barrett and others. The company has purchased the 2 elvtrs. at this place owned by W. W. Day and J. W. Wiley. They will consolidate the business under one management and will conduct it along the same lines as the Brimfield Elvtr. Co., of Brimfield.

Sheldon, Ill.—The old Bishopp Hominy Co. has been succeeded by the Bishopp Cereal Co. The new company has been incorporated and will manufacture all substitutes used in the present conservation of the wheat supply. New machinery will be added and the present plant will be equipped with up-to-date apparatus. William Dale is pres. of the company, and Frank Bishopp is sec'y.

Bloomington, Ill.—We have just completed the transfer of the elvtrs. we recently bot of A. A. DeLong at Birkbeck, and of the elvtr. bot of Frank Supple at Gillum. This gives us elvtrs. at Kumlert, Fullerton, DeWitt, and Birkbeck on the Ill. Cen., and at Farmer City, Ford Woods, Downs, and Gillum on the Big Four. All grain is merchandised from my office in this city under the firm name of C. F. Scholer & Co.—C. F. Scholer.

Symerton, Ill.—The Symerton Farmers Grain Co. is alleged to be in financial difficulties. For more than a week past the banks on which checks given farmers in payment for grain have been drawn have been turning them back with the statement that the company is without deposits to meet them. Harry Singleton, mgr. of the elvtr., and who has an interest in the company, has been called under the selective draft, and is now in a training camp in Hattiesburg, Miss. After his departure, according to reports, it was discovered that the books of the company were in a badly muddled condition and an examination was started. It is estimated that the liabilities of the company will total between \$35,000 and \$40,000.

Hoopeston, Ill.—The Evans Mfg. Co., of Indianapolis, Ind., has brot suit against the Hoopeston Grain & Coal Co. for \$1,200 alleged to be due them from the latter company for failure to deliver a part of a contract for corn on which two payments had already been made.

Ocoya, Ill.—A. F. Conrad, formerly mgr. of the Farmers Elvtr. Co., is charged by Fred Fisher, pres. of the company, with having embezzled \$200 in money and \$1,767 in credits, and has been released on \$2,000 bond, pending his appearance in court. It is alleged the shortage is due to deals on the Board of Trade; but it is not stated whether the trades were made for the company's account and the losses properly chargeable against the company. Since he resigned Mr. Conrad has been residing at Colfax and traveling for a bond concern.

Cairo, Ill.—The new storage addition which the Hastings-Stout Co. is building in this city will consist of 5 concrete storage tanks, each 17 feet in diameter and 80 feet high, and will give the company an increased storage capacity of 70,000 bus. of grain. The construction will be right up-to-date, and the tanks will be equipped with bulk grain conveyors both above and below, so that grain may be loaded directly onto cars or from cars into the tanks. This new arrangement will double the storage capacity of the company. It is expected that the work will require from 60 to 90 days and that the cost of the improvement will be about \$12,000.

CHICAGO NOTES.

Herman J. Pollak, a member of the Board of Trade since 1885, died May 30, aged 60 years.

Walter Chapman, one of the old time members of the Board of Trade, died June 7, aged 63 years. He had been on the Exchange for over 40 years.

Rate of interest on Board of Trade for June, 1918, under the provisions of section 15 of rule XXII, has been fixed by the finance com'te at 7% per annum.

The contract for rebuilding the cupola of Calumet Elvtr. A at South Chicago has been let by Bartlett, Frazier & Co. to James Stewart & Co. It was wrecked in a windstorm.

Dr. Ray L. Wilbur, of the Food Administration, addressed the members of the Board of Trade in the visitors' room, immediately after the close, June 7, on the European food situation.

Jimmy Crighton, employed by Logan & Bryan, enlisted May 24, at Great Lakes, in the hospital corps. His father, who died a year ago, was a Board of Trade man for nearly 50 years.

Charles and Benjamin E. Sincere have joined the grain forces of Pynchon & Co. Their former office in the Insurance Exchange Building has been taken by the government for railroad offices, and their business by Ware & Leland.

Moritz Mecklenberg was expelled from membership in the Board of Trade June 4, under the enemy alien act. Mr. Mecklenberg, who went to Germany shortly before the entrance of the United States into the war, traded thru Norris & Co. He had never taken out citizenship papers.

Alfred W. Mansfield, George Simpson, John H. Watson and John W. Dickson have been elected to membership in the Board of Trade. R. E. L. Sunderling and J. S. Eales have applied for membership, and Chas. L. Raymond, E. T. Campbell, Frederick Vullmahn, C. S. Dines, and P. W. Seipp have transferred their memberships.

Sam Raymond, of Raymond's News Buro, was presented with a sterling silver compote dish, May 28, his 25th wedding anniversary, by members and employes of the Board of Trade. All elements of the Board, including: janitors, elevator conductors and door guards, were represented on the subscription list. The presentation was made by John R. Mauff, sec'y of the Board of Trade.

INDIANA

Gessie, Ind.—The Cayuga Mfg. Co. is building a cob burner at its plant.

Parker, Ind.—We are contemplating installing a moisture tester, and testing apparatus.—Farker Grain Co., W. E. Roohr, mgr.

Geneva, Ind.—The Geneva Equity Exchange will build a 30,000-bu. elvtr. at this place.

Angola, Ind.—The Home Grain Co., of Lagrange, is contemplating building a grain elvtr. here.

Effner, Ind., (Sheldon, Ill. p. o.)—The building of the new elvtr. here will probably be postponed until after the war.

Eaton, Ind.—Ed. Elliott, of this city, will be in charge of the elvtr., which Stiefel & Levy, of Ft. Wayne, recently purchased of the Eaton Grain Co.

Ingalls, Ind.—The Ingalls Grain Co. incorporated; capital stock, \$10,000; incorporators, P. E. Goodrich, Logan Hinshaw, and Baxter McBane.

Westville, Ind.—H. E. Schirr is contemplating installing a feed mill, grain drier, manlift, moisture tester, motors, and testing apparatus in his elvtr.

Shideler, Ind.—Joe Weir will continue in charge of the elvtr. at this place, which Stiefel & Levy, of Ft. Wayne, recently purchased of the Eaton Grain Co.

Carlisle, Ind.—We are progressing nicely with our new elvtr. and we will be ready for the new wheat movement.—Carlisle Grain Co., J. C. Fairhurst.

Shelbyville, Ind.—Homer Cutsinger, of the firm of Cutsinger & Thompson, proprietors of the Shelby Grain Co., was married recently to Miss Bertha Pitcher.—C.

Sheridan, Ind.—We have installed a new cracked corn grader, and we are changing some of our other machinery. We have also installed a new motor.—A. Smith & Co.

Corunna, Ind.—J. N. Knauer will close his general store, which he has operated at this place for many years, and will devote his entire time to the grain business. He has recently built a new elvtr.

Lebanon, Ind.—The Lebanon Grain Co. has sold its elvtr. to Shirley & Jones, who will take possession July 1, and will operate it in conjunction with their other house. Nat P. Claybaugh made the deal.

Carlisle, Ind.—We have succeeded Ben B. Evans and are now rebuilding the elvtr. and installing new machinery. When completed our elvtr. will have a handling capacity of 2,600 bus. per hour. Work is progressing rapidly.—Carlisle Grain Co.

Medaryville, Ind.—The well known firm of J. R. Guild & Co. has divided into 2 concerns. A firm composed of J. R. Guild, and his sons, will continue the hay business, while the Reep Grain Co., of which Albert Reep is head, will take over the grain and feed business.

Acton, Ind.—O. L. Means, of Shelbyville, has overhauled his elvtr. at this place. It has been remodeled and equipped with up-to-date machinery, including a Reliance Automatic Scale, an Automatic Dump Controller, and a No. 33 Western Gyrating Cleaner. L. J. McMillin had the contract for the work.

Thornhope sta. (Oak p. o.), Ind.—The Farmers Grain & Supply Co. incorporated; to operate and maintain grain elvtrs; capital stock, \$15,000; directors, Beecher House, William Feltis, J. J. Woltz, J. C. Howe, G. W. Newell and Percy Kistler. The company has purchased the elvtr. of the Oak Grain Co., from George Raub.—C.

Whiteland, Ind.—Valentine & Valentine, of Franklin, have just completed a new 50,000-bu. ear corn crib at this place. It is attached to their elvtr., which they rebuilt the past season. L. J. McMillin has the contract. Miss Fannie Graham has taken the position of bookkeeper at the elvtr., which until recently was held by her brother. Will Graham, who has been called to the colors.

Seaford, Ind.—We have sold our elvtr. and store building to Martin Bros., of Wolcott, and will give possession of the elvtr. July 1, and the store building later.—Schladerman Bros., C. E. Schladerman.

Kentland, Ind.—The many friends of Warren T. McCray, grain dealer and banker, will be pleased to know that his 10th annual sale of Hereford cattle resulted in 75 head being sold in four hours for a total of \$204,175 or an average of \$2,722 per head. No previous sale of cattle has ever approached these figures.

Shelbyville, Ind.—Cutsinger & Thompson, proprietors of the Shelby Grain Co. in this city, have their new 60,000-bu. ear corn storage plant completed. It is of up-to-date construction and is equipped with electric power and all the machinery necessary to make it a complete house to operate. L. J. McMillin had the contract.

Fort Wayne, Ind.—Owing to strenuous war conditions, rigid and severe railroad embargoes, extreme scarcity of cars, and the past unprecedented cold winter, my business in this city was a losing proposition, so on Feb. 12, I became connected with the Cockley Mfg. & Grain Co., of Lexington, O. I closed my office here Apr. 1. I am contemplating buying a half interest in an elvtr. this fall.—Chas. H. Granger.

Boswell, Ind.—Bids will be received by the Boswell Grain Co. on or before June 17, 1918, for the furnishing of all material and the construction of a reinforced concrete grain elvtr. to be built at this place. At 1 o'clock p. m. on the aforesaid date bids will be opened and contract awarded. Copies of plans and specifications and bidding blanks may be obtained from Miller & Holbrook, Decatur, Ill. Plans may be seen at the office of the latter company, or at the office of the owners here.

Franklin, Ind.—A Farmers Co-operative Elvtr. Co. is being organized to purchase the plant of the Dunlap-Vandagriff Co. Ira Vandivier, Chas. Brown and John W. Ditmars are leaders in the movement. J. M. Dunlap, pres. of the Dunlap-Vandagriff Co., has been in poor health for several months and is anxious to be relieved of the active responsibility of the business. He has been in the grain business here for 45 years. However, if the Farmers Co-operative Elvtr. Co. buys the plant Mr. Dunlap will be retained for a year as superintendent.

Auburn, Ind.—The Vandalla Elvtr. in this city, which has been undergoing extensive remodeling, is nearly completed. With the new machinery installed grain can now be handled at the rate of 2,000 bus. per hour, and the new cleaning devices that have been installed make it possible to clean grain at the rate of 750 bus. per hour, using a fine screen and up to 1,500 bus. per hour using larger screens. New additions to the building enable the firm to handle car lots of feed and seed and wool. A new office has also been provided and will add much to the convenience of looking after the business, which is under the direct supervision of Carl Wimer, altho the plant is owned by Kraus & Apfelbaum, of Fort Wayne.

INDIANAPOLIS LETTER.

Lester Rich, who has been associated with his father in the Rich Grain Co., of this city, left last week with the selected men.

The following concerns have been admitted to membership in the Indiana Grain Dealers Ass'n: L. F. Minsel, New Haven; Fred Elliott, Lynn; Ed. F. Koenemann & Co., Hoagland; J. M. Carmer & Co., Auburn; Parker Grain Co., Parker; McCordle-Black Co., Indianapolis.—Chas. B. Riley, sec'y.

The midsummer meeting of the Indiana Grain Dealers Ass'n will be held at the Board of Trade, Indianapolis, Thursday and Friday, June 20 and 21, beginning at 1:30 p. m. Thursday. A splendid program is in the making and we anticipate a well attended and interesting convention as usual.—Chas. B. Riley, sec'y.

IOWA

Tipton, Ia.—The elvtr. of the Farmers Elvtr. Co. is closed for the present.

Casey, Ia.—The report that a new elvtr. is being built here is incorrect.—X.

Hospers, Ia.—The Farmers Elvtr. Co. has installed a wagon dump in its elvtr.

Royal, Ia.—The Farmers Elvtr. Co. will install new machinery in its elvtr., also a 7½ h.p. motor.

Eagle Grove, Ia.—The Eagle Grove Farmers Elvtr. Co. has increased its capital stock to \$75,000.

Livermore, Ia.—I have been elected mgr. for the Farmers Elvtr. Co. for another year.—Delbert Cramer.

LaPorte City, Ia.—Sam Baxter, formerly employed by the Farmers Elvtr. Co. at this city, has resigned his position.

Boydton, Ia.—The Farmers Elvtr. Co. will install a Richardson Automatic Scale and a manlift in its elvtr. at this place.

Crystal Lake, Ia.—The Crystal Farmers Ass'n is contemplating painting its elvtr. and coal and lumber sheds this summer.

Buffalo Center, Ia.—The Farmers Elvtr. Co. will install a new Richardson Automatic Scale, new cup belts, and cups in its elvtr.

New Sharon, Ia.—T. J. McMains, formerly of Lester, will remove to this place, where he will be mgr. for the Farmers Elvtr. Co.

Stanley, Ia.—The walls for our new elvtr. are now completed, and we expect to have the building finished by July 1.—Sherman & Clark.

Larabee, Ia.—We have just finished a lumber shed, 80 feet long by 20 feet wide, and 2 stories high.—Farmers Elvtr. Co., C. F. Abbott, mgr.

Tingley, Ia.—G. G. Garver, who recently sold his elvtr. at this place to H. W. Ferguson, will remove to Clearfield, where he has purchased the elvtr. of A. N. Beatty.

Goodell, Ia.—Otis Day has sold his interest in the elvtr. of Day Bros. at this place, and has removed to Oakwood where he will be mgr. for the Farmers Grain Ass'n.

Clearfield, Ia.—I have bot the elvtr. at this place owned by A. N. Beatty, and expect to take possession June 10. I do not know what Mr. Beatty's plans are.—G. G. Garver.

Oakwood, Ia.—Julius Huxsol, who has resigned as mgr. for the Farmers Grain Ass'n at this place to enter the army, will be succeeded by Otis Day, of Goodell.

Blanchard, Ia.—A spark from a Wabash engine set fire to the old engine room of the elvtr. of the Farmers Co-operative Elvtr. Co. recently. Very little damage was done.

Des Moines, Ia.—We are incorporated under the laws of Iowa for \$25,000; paid up, \$20,100. W. I. Sargent is pres. of the company and A. E. Sargent is sec'y.—E. I. Sargent & Sons.

Vinton, Ia.—The Farmers Grain & Co-operative Co. is making extensive repairs and improvements in its elvtr. at this place. A new roof, manlift and distributor are being added.

Templeton, Ia.—We will wreck our old elvtr. and build a new one, using up the material in the old elvtr. We will also build a new office.—Templeton Farmers Elvtr. Co., John Bock, mgr.

Paullina, Ia.—A. Williamson & Sons are remodeling their elvtr. at this place. Arthur Tanner, who has been mgr. for the Farmers Elvtr. Co. here, has resigned as he expects to be called in the next draft.

Sheldon, Ia.—During a recent storm lightning struck the cupola of the elvtr. of the Farmers Elvtr. Co. It burned a good sized hole in the cupola, and the fire was still smoldering among the ropes over the pulleys when it was discovered the next morning. The heavy rain alone prevented a disastrous fire.

Lake View, Ia.—Frank Simmons and Peter Smith bot our elvtr. at this place. The name of the firm will be the Lake View Grain Co., and W. H. Hynes will be mgr. for the firm.—Updike Grain Co., F. C. Simmons.

Hobart sta. (Algona p. o.), Ia.—The Farmers Elvtr. Co. has closed negotiations with E. W. Cook, of this station, for the purchase of his elvtr. The property will be taken over in time to handle the new crop of grain.

Marietta sta. (Marshalltown p. o.), Ia.—We have bot the elvtr. and coal business at this place from the Bowles-Billings-Kessler Grain Co., of Marshalltown.—Farmers Elvtr. Co., Albion, S. F. Burroughs, sec'y.

Adel, Ia.—The Farmers Elvtr. Co. in corporated; capital stock, \$25,000; W. L. Van Meter, pres.; Ward Ruscher, sec'y. The company will build an elvtr. of 25,000-bu. capacity, which will be fireproof, and also rat proof.

Rockwell City, Ia.—At the annual meeting of the undersigned company, held June 8, A. V. Kellogg was elected mgr. for another year. During the year we handled 360,000 bus. of grain, and 6,150 tons of coal.—Rockwell City Elvtr. Co.

Maurice, Ia.—Our firm recently purchased the modern 25,000-bu. elvtr. on the C. & N. W. Ry. in this town, from the Trans-Mississippi Grain Co., of Omaha. Our other elvtr. is on the Gt. Nor. Ry.—Farmers Elvtr. Co., D. Vanderberg, mgr.

Belmond, Ia.—The Farmers Inc. Co-operative Society, which operates elvtrs. here and at Palsville, will build a lumber yard this season. The company is erecting sheds, also a residence for its mgr. J. H. Fetrow will be mgr. at Palsville after Aug. 1.

Lewis, Ia.—W. F. Shindley will build an elvtr. at this place, just north of the site of the old plant. It will have a capacity of 20,000 bus. and will be equipped with up-to-date machinery. Work of tearing down the old elvtr. has already commenced.

Akron, Ia.—The Farmers Grain Co. has let contract to the Younglove Construction Co. for the erection of a reinforced concrete coal plant at this place. The plant will have a capacity of 600 tons, and will be equipped with up-to-date machinery.

Roscoe, Ia.—My elvtr. burned May 24 at midnight. The origin of the fire is not known, and the elvtr. is a total loss. There was no grain in the elvtr. at the time of the fire, only some feed. I had no insurance, but will build a 20,000-bu. house at once.—J. Barton.

Lakewood, Ia.—We have purchased the elvtr. of Hubbard & Palmer at this place, writes J. B. McMillan, pres. of the Farmers Elvtr. Co. The Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, J. B. McMillan, Wm. F. Klein, Warren Norris and others.

Atlantic, Ia.—Ellis C. Gilkerson, for some time employed in the office of the Rothschild Grain Co. in this city, has removed to Omaha, Neb., where he will be identified with the Fisher-Rothschild Grain Co.

Cedar Rapids, Ia.—Charles R. Matthews and William H. Matthews, Jr., of Charles R. Matthews & Bro., New Orleans, La., and L. W. Gifford, of this city, have incorporated the Gifford-Matthews Co. with offices here, to handle grain and grain products in carload lots.—Gifford-Matthews Co., L. W. Gifford, sec'y-treas.

Albion, Ia.—This company, which was organized a short time ago, has been incorporated for \$50,000, and has just purchased the plant of the Bowles-Billings-Kessler Grain Co., of Marshalltown, at Marietta sta. (Marshalltown p. o.). The company expects to operate the plant after June 3, and will either take over the C. A. Robinson plant at this place, or will erect a new elvtr. in the near future. D. S. Collins is pres. of the company and S. J. Burroughs is sec'y. As yet a mgr. has not been selected.—Farmers Elvtr. Co.

Council Bluffs, Ia.—Protest against the assessment of grain in local elvtrs. for taxation purposes was formally made to the city council, which sat as a board of review, recently, by attorneys representing the elvtr. companies. Objection was also made to alleged discrepancies in the tabulation of the city assessor of the amount of grain stored in the big structures. There are 16 elvtrs. in this city and their total capacity is many millions of bushels. This step on the part of the grain men is merely a formality, since the same controversy is now pending in the courts. The elvtr. men claim that grain in transit is not subject to taxation, and no attempt at assessment had been made on the part of the city until last year.

KANSAS

Holyrood, Kan.—The G. L. Baker Grain Co. is building an elvtr. at this place.

Newton, Kan.—The Empire Mlg. Co. has sold its mill at this place and has retired from business.

Topeka, Kan.—The Golden Belt Grain Co. has increased its capital stock from \$75,000 to \$100,000.

Bunker Hill, Kan.—The C. A. Robinson Grain Co. will install a Hall Signaling Grain Distributor in its elvtr.

Codell, Kan.—The elvtr. of the C. E. Robinson Grain Co. at this place was recently damaged by a tornado.

Frederick, Kan.—W. J. Staley & Co. have sold their elvtr. to the Red Star Mlg. Co., of Wichita.—W. J. Staley.

Frederick, Kan.—The elvtr. of the Ellsworth Mill & Elvtr. Co. at this place was recently damaged by a tornado.

Pawnee, Kan.—Ray Cunningham, formerly mgr. for the Pawnee Farmers Grain Co., has been called for army service.

Winfield, Kan.—C. Nobbe, of the G. Clinton Adams Mlg. & Grain Co., is now traveling representative of the company.

Aurora, Kan.—The Home Grain Co. has just completed new coal sheds with a capacity of 250 tons.—A. E. Thompson, mgr.

Otis, Kan.—The Red Star Mlg. Co., of Wichita, has purchased the elvtr. of the Lindsborg Mill & Elvtr. Co. at this place.

Norwich, Kan.—The Red Star Mills has purchased the elvtr. owned by H. O. Thorne, and will operate it this season.—X.

Hutchinson, Kan.—The C. D. Jennings Grain Co., the Morton Grain Co., and the Miller Grain Co. have discontinued business.

Agra, Kan.—The Agra Co-operative Shpg. & Merc. Co. is building a cement pit and remodeling its elvtr.—W. C. Whitney.

Hollywood, Kan.—We are remodeling our elvtr. and increasing our capacity, also installing new legs and manlift.—G. L. Baker.

Kismet, Kan.—R. A. Ely, formerly agt. for the Reno Flour Mills Co., has been transferred to Hooker, Okla., as agt. for the company.

Paola, Kan.—Protzman & Son have sold their elvtr. to the Farmers Union. Mr. Protzman will remain one year as mgr.—C. H. Helman.

Cheney, Kan.—Fred Howard, who was formerly with the Kramer Elvtr. Co. at this place, is now connected with the Clark Burdg Grain Co.

Bluff City, Kan.—Chas. Burlie has sold his elvtr. at this place to the Red Star Mills, of Wichita. Mr. Knapp will be in charge.—Emmett Berry.

Girard, Kan.—I will have my mill completed in the next 3 or 4 weeks, and will probably do mostly exchange grinding for farmers.—W. M. Reckewey.

Meade, Kan.—The Artesian Valley Mlg. Co. incorporated; capital stock, \$30,000; incorporators, E. V. Plush, A. J. Plush, and C. E. Cox, of Kingman.

St. John, Kan.—F. L. Harter, formerly mgr. for the Farmers Elvtr. Co., has been called for service in the army. He has been succeeded by James Fitzgerald.

Frizell, Kan.—R. E. Cheers, formerly mgr. for the Frizell Grain & Supply Co., of this place, is now mgr. for the Pawnee County Grain & Supply Co., of Larned.

Whitewater, Kan.—The Whitewater Mlg. & Elvtr. Co. sold out about 6 weeks ago. The new firm is the Whitewater Flour Mills Co.—H. C. W. Griffiths, Annelly.

Dundee, Kan.—The new elvtr. of the Walnut Creek Mlg. Co. is under construction. It will be built of concrete and steel and will have a capacity of 35,000 bus.

McLains, Kan.—The Whitewater Flour Mills Co., which was recently organized, at Whitewater, has bot the elvtr. of the Whitewater Mill & Elvtr. Co. at this place.

Larned, Kan.—R. E. Cheers, formerly mgr. for the Frizell Grain & Supply Co., of Frizell, is now mgr. for the Pawnee County Grain & Supply Co., of this place.

Hesston, Kan.—The Whitewater Flour Mills Co., which was recently organized, at Whitewater, has purchased the elvtr. of the Whitewater Mill & Elvtr. Co. at this place.

Chetopa, Kan.—J. H. Weiser, of Hico, Tex., and J. P. Casey, of Oklahoma City, Okla., are contemplating erecting a co-operative elvtr. at this place, or in some nearby town.

Willowdale, Kan.—We are not handling grain. We incorporated to handle general merchandise, hardware and implements.—Farmers Union Co-operative Merc. Co., J. H. Albers, mgr.

Hutchinson, Kan.—Construction work is progressing on the plant of the Reno Flour Mills Co., concrete now being poured for the warehouse, which is to be followed by the mill and elvtr.

Brenham sta. (Haviland p. o.), Kan.—The Brenham Merc. Co. is contemplating installing electric motors and otherwise improving its property within the next 30 days.—E. E. Smith, mgr.

Canada, Kan.—The Ehrlich Elvtr. Co. is rebuilding, and installing machinery, cleaner, manlift and Fairbanks Engine. We are enlarging our elvtr. and installing a manlift and cleaner.—Siebert Bros.

Caldwell, Kan.—The Caldwell Mlg. Co. is just completing a thoro overhauling of its plant, and installing a larger steam engine. The Barnard & Leas Mfg. Co. furnished the new milling machinery.

Liberal, Ka.—J. R. Salley, formerly mgr. for the C. M. Light Grain Co., in this city, has bot an interest in the W. H. Vickers Elvtr. Co., which will be known hereafter as the Vickers Grain & Seed Co.

Assaria, Kan.—The Farmers Union Elvtr. Co. is contemplating building a mill, probably on the Smoky Hill River, which runs close to town. The river would furnish water power, which would be a great saving.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Kanopolis, Kan.—We are entirely out of business at this place. We never seriously contemplated the erection of a mill here. Any such report is entirely without foundation.—Ellsworth Mill & Elevator Co., Ellsworth.

Gardner, Kan.—The elevator that L. M. Blacker will erect at this place will be constructed of concrete and will have dust bins. The equipment and machinery to be installed will be up-to-date in every respect.

Highland, Kan.—The Highland Grain Co. has sold all its elevators to the Aunt Jemima Mills Co., of St. Joseph, Mo., and they are now being operated by the new company. E. C. Birchfield has been retained as mgr.—Highland Grain Co.

Hays, Kan.—The Farmers Co-operative Ass'n is building a warehouse for flour, feed, and produce. It is to be 24x80 feet with full basement, and is to be built of concrete and wood. The company contemplates installing a package lift in the warehouse.

Spivey, Kan.—The Spivey Farmers Co-operative Co. owns and operates a store. The company may build an elevator later, but has not decided yet. C. J. Boyle is pres. of the company, C. C. Wells is sec'y, and C. J. Herrington is mgr.—X.

Morrill, Kan.—I have sold my grain and coal business at this place to the Farmers Co-operative Ass'n, and they have taken possession. Abe Connor, a local man, is the mgr. I have no location as yet, but am looking for one.—G. E. Heald.

Clyde, Kan.—I have sold my elevator and grain business at this place to the Golden Belt Grain Co., of Topeka, which will take over the business June 15. I will retire from the grain business after leaving this place.—Chas. Mather, pres. and mgr., Brandon Grain Co.

Stafford, Kan.—J. C. Koster, for several years mgr. for the Wichita Flour Mills Co., of Wichita, is now mgr. of the Stafford Flour Mills at this place, which were recently purchased by the Stevens Scott Grain Co., of Wichita, from the Larabee Flour Mills Corporation.

Hoyt, Kan.—Henry Winter has sold his elevator business to R. A. Burns, who will take charge at once. A few months ago Mr. Winter bot Mr. Burns' interest in the firm of Burns & Winter, and conducted the business under the name of Henry Winter. Now he has sold out to Mr. Burns.

Latimer, Kan.—The Farmers Union, altho not 4 months old, is erecting an elevator of 12,000 bus. capacity for the 1918 business at this place. The elevator will have Fairbanks equipment thruout. Arch Johnson is pres. of the company. The mgr. has not as yet been chosen.—Fred Weaver, sec'y.

Walnut, Kan.—I have sold my elevator to the Crawford County Farmers Union Co-operative Ass'n, and will give possession June 20. I have been in the grain business here for nearly 19 years, and after a short vacation will probably be looking for another good location.—I. E. Clark.

Hutchinson, Kan.—We have succeeded the Pettit Grain Co. at Meade, Plains, Bloom, and Kismet, and at Hooker, Okla. All the houses are closed but the one at Kismet and that will close about July 1. The house at Hooker, Okla., will open about July 1 with me in charge.—Reno Flour Mills Co., R. A. Ely, branch mgr., Kismet.

White Cloud, Kan.—We operate an elevator in connection with our mill, this being the property of the Aunt Jemima Mills Co., of St. Joseph, Mo. It was originally the John H. Lynds Mill & Elevator Co. and was sold by them to Wm. Dunkel, who in turn sold it to the Aunt Jemima people.—White Cloud Mill Co., W. H. McCahan, mgr.

Dodge City, Kan.—Charles Maxwell, formerly mgr. for the Lamar Mill & Elevator Co. at Lamar, Colo., is now district mgr. of the Colorado Mill & Elevator Co. with headquarters in this city. He will enter upon his new duties about June 15. The company has just completed the recon-

struction and enlargement of its mill property here, which now has a capacity of 1,200 bbls. daily.

WICHITA LETTER.

Wichita, Kan.—The Wagner Grain Co. is discontinuing business.

The Wichita Terminal Elevator Co. is installing an Ellis Drier at its elevator.

O. M. Bedell has retired from the Brooks-Bedell Grain Co., and is now interested with the J. W. Craig Grain Co.

C. M. Clark, of Pratt, has been admitted to membership in the Board of Trade. He purchased the membership and grain business of W. F. McCullough.

Wichita, Kan.—L. E. Raymond, who was with the L. H. Powell Grain Co. for several years, has assumed the management of the Bruce Bros. Grain Co. in this city.

Wichita, Kans.—J. C. Koster, mgr. of the Wichita Flour Mills Co. in this city for several years past, has resigned to become mgr. of the Stafford Flour Mills, at Stafford, Kan., which were recently purchased by the Stevens Scott Grain Co., of this city, from the Larabee Flour Mills Corporation.

I. B. Carr, representing the Hall-Baker Grain Co.; John Carroll, mgr. of the Carroll Grain Co.; Mr. Adams, of the Lowe-Adams Grain Co.; F. M. Jerkin, telegraph operator for the Armour Grain Co.; Jack Braunagel, of the Western Millers Mutual Ins.; O. E. Bedell, of the J. W. Craig Grain Co.; and Leonard Bell, of Wallingford Bros., are the names of those called for service this month.

KENTUCKY

Louisville, Ky.—In regard to the reported fire in our elevator, would state that our elevator is absolutely fireproof, but in our drying house we have somewhat defective construction. About 20 bushels of corn accumulated along the side of the drier and the steam in the boiler caused this little jag of corn to char and smoke, and some of our employees called the fire dept., which was entirely unnecessary as there was no possibility of a fire.—Thomson Milling Co., Inc., W. A. Thomson, pres.

LOUISIANA

New Orleans, La.—Charles R. Matthews and William H. Matthews, Jr., of Charles R. Matthews & Bro., of this city, and L. W. Gifford, of Cedar Rapids, Ia., have incorporated the Gifford-Matthews Co., with offices at Cedar Rapids, Ia., to handle grain and grain products in carload lots.

MARYLAND

Baltimore, Md.—Henry E. Wack, of H. E. Wack & Co., Inc., of this city, was in a street car accident recently and is confined to his home as a result of his injuries.

MICHIGAN

Caledonia, Mich.—The Caledonia Farmers Elevator Co. incorporated; capital stock, \$30,000.

Detroit, Mich.—Effective June 1, Inweighing charges at this city will be 40c per car.

Otseville, Mich.—We have installed new hopper scales in our elevator.—J. P. Burroughs & Son.

Perry, Mich.—This company has purchased the Perry Milling Co. at this place.—H. Starks Co.

Atwater, Mich.—L. J. Rohan, formerly mgr. for the Atwater Farmers Elevator Co. at this place, is now connected with the Elkton Co-operative Elevator Co. at Elkton.

Albion, Mich.—The Kalamazoo River will be bridged here for the convenience of farmers in reaching the elevator of the Co-operative Farmers Elevator Co. A \$20,000 bean elevator and warehouse is being erected by the company.

Fargo, Mich.—The Bricker Elevator Co., of which W. C. Bricker, mgr. and proprietor of the former Avoca Elevator Co. at Avoca, is sec'y, has erected a large elevator at this place.

Elkton, Mich.—L. J. Rohan, formerly mgr. for the Atwater Farmers Elevator at Atwater, is now connected with the Elkton Co-operative Elevator Co. with Charley Morse.

Eaton Rapids, Mich.—The Eaton Rapids Co-operative Elevator Co. has been organized with a capital stock of \$50,000. James Houston has been elected pres., and Levi J. Winn, sec'y-treas.

Marshall, Mich.—The new elevator erected by the Farmers Co-operative Buying & Selling Agency is now in operation. It is fireproof thruout, and is operated by electricity. Homer Clute is gen'l mgr.

Butternut, Mich.—We have succeeded the firm of Banton & Kerr at this place, and have purchased the foundry building of the Isham & Miller Co., which we have resided and roofed, and made into a fine warehouse. The building is 30x90 feet. We now deal in lumber and cement in addition to grain.—Butternut Elevator Co., Inc., Geo. R. Barton, mgr.

MINNESOTA

Westbrook, Minn.—Chas. P. Passmore has leased the elevator of K. Krueger.

Minneota, Minn.—The elevator of the Eagle Roller Mills Co. will be rebuilt here this summer.

Dawson, Minn.—Robert J. Swenson is now mgr. for the Equity Co-operative Elevator Co.

Lake City, Minn.—E. L. DeMarce is the new mgr. for the Farmers Elevator Co. at this place.

Wanamingo, Minn.—The Farmers Elevator Co. has recently completed a warehouse and office building.

Marietta, Minn.—I have bot an elevator at Irene, S. D., and will be located there after June 15.—Chas. Danielson.

Duluth, Minn.—A. J. Kennebrook, a former member of the Board of Trade, has been drowned in the Flathead River in Montana.

Zumbrota, Minn.—The Zumbrota Farmers Merc. & Elevator Co. will install a new rope drive in its elevator to replace the old belt drive.

Ellendale, Minn.—John Lee is mgr. for the Speltz Grain & Coal Co. at this place.—Speltz Grain Co., Clarks Grove, C. W. Nelson, mgr.

Goodhue, Minn.—The Goodhue Elevator & Merc. Ass'n, which bot the elevator of the Minnesota Malting Co. last year, will operate it this season.

New Ulm, Minn.—The elevator of the Farmers Elevator Co., with adjoining property was destroyed by fire recently, with a loss estimated to be \$30,000.

Kilkenny, Minn.—Peter G. Miller has resigned as mgr. for the Kilkenny Grain Co. and will work for Uncle Sam in the ship building yards at San Francisco.

Stewart, Minn.—The Stewart Farmers Elevator Co. is making some repairs in its elevator at this place, also installing a Bird Shipping Scale, and a new steel boot tank.

Kennedy, Minn.—The old Minnesota & Western Elevator is being wrecked at this place and will be rebuilt at Lakota, N. D., by the St. Anthony & Dakota Elevator Co.

Kenyon, Minn.—The Kenyon Farmers Merc. & Elevator Co. is contemplating reorganizing and converting the company into a co-operative one on the pro rata plan.

Clarks Grove, Minn.—I have succeeded J. W. Fitzgerald as mgr. for the Speltz Grain & Coal Co. here. Mr. Fitzgerald is now a farmer at this place.—C. W. Nelson, mgr.

Hatfield, Minn.—The Farmers Elevator Co. is building a 25,000-bu. elevator at this place. It is equipped with 1 leg, a 10-h.p. engine, 6-ton dump scale, 1,500-bu. Richardson Automatic Scale, steel manlift and a rope drive.

Madison, Minn.—We are overhauling and repairing our plant. Among the improvements are 2 legs, bin alarms, concrete pit, new foundation, new 8-ton scale and an enlarged office.—Madison Farmers Merc. & Elvtr. Co.

Kimball, Minn.—The Farmers Elvtr. Co. is building a new elvtr. of 30,000-bu. capacity, to be located on the M. St. P. & S. S. M. R. R. at this place. J. J. Kunkle is pres. of the company and D. D. Hull is sec'y.—X.

Simpson, Minn.—J. H. Gibbs, who has been mgr. for the Farmers Elvtr. Co. here for several months, has resigned his position and returned to LaCrosse, Wis. He has been succeeded by J. H. Sheehan, of Stewartville.

Ellsworth, Minn.—E. A. Brown of Laverne has bot my elvtr. giving him two houses at this station, and I contemplate engaging again in the grain business at some country station, continuing to reside here for a time.—George Parden.

Heron Lake, Minn.—J. F. McKellar, who has been mgr. for the Farmers Co-operative Elvtr. Co. for a number of years, has resigned his position to engage in business for himself. He will be succeeded by J. H. Rasche, who was assistant mgr. for the company.

St. Paul, Minn.—The Equity Co-operative Exchange will buy or build from 30 to 35 grain elvtrs. in the Northwest before Sept. 1. The company has already acquired 3 elvtrs. at Fessenden, Sanborn and Christine, N. D. The new elvtrs. will give the company a capacity of 1,225,000 bus., or approximately 35,000 bus. capacity for each elvtr. The elvtrs. will be used to handle the 1918 fall crop.

St. James, Minn.—The fire in our elvtr., May 16, was caused by a spark from the rail saw operating within 100 feet of the elvtr. with a direct wind blowing straight into it. The total loss is about \$28,000, with insurance of \$26,000.—C. A. Sirkland, of Farmers Grain Co. At a recent meeting of the company it was decided to build a new fireproof concrete elvtr. to replace the one burned, the cost to be between \$15,000 and \$25,000.

Duluth, Minn.—At a meeting of the members of the Board of Trade May 31, the following change in the rules, which had been recommended by the Board of Directors was adopted: To amend the eighth paragraph of Sec. 2 of Rule XIII so that the same shall read as follows: Millstuffs, 50c per ton; ground feed, 50c per ton; screenings, 25c per ton; hay, \$1 per ton; except that the minimum charge on hay shall be \$10 per carload. The change proposed advances the commission on hay from 75c per ton and a minimum of \$7.50 per car.

MINNEAPOLIS LETTER.

Denman F. Johnson, of the firm of Johnson, Case & Co., grain merchants in this city, died recently in Philadelphia, Pa., of pneumonia.

G. O. Farrell, who has been connected with the Van Dusen-Harrington Co., of this city, for the last 5 years as traveling grain solicitor, has resigned his position and is now associated with the Hoover Grain Co. in Duluth and this city, and will represent that company in North Dakota.

A new trial and reversal has been granted F. M. Davies & Co. by the U. S. Circuit Court of Appeals in the suit brot by the receiver of the Independent Elvtr. Co. to recover money paid by its manager, A. J. Norby, to defendant. The court held that Norby's transactions were solely for the benefit of the elvtr. company.

MISSOURI

Union, Mo.—August Fink has taken over the elvtr. of the A. J. Gorg estate.

Springfield, Mo.—The erection of a grain elvtr. is being considered at this place.

Ash Grove, Mo.—The Ash Grove Farm Club at Stony Point is planning to erect a grain elvtr.

Rich Hill, Mo.—The Bates County Farmers Union is discussing plans for the erection of a grain elvtr. at this place.

The Missouri Grain Dealers Ass'n held a meeting, June 5, at the Mark Twain Hotel, Hannibal, and at the Leeper Hotel, Chillicothe, June 7.

Ash Grove, Mo.—S. M. Lewis, for several years sales mgr. for the Kimball Mlg. Co. in Kansas City, is now mgr. for the Ash Grove Mlg. Co. at this place.

Norborne, Mo.—Work is in progress on the grain elvtr. which the R. V. Seward Grain Co., of Kansas City, is erecting here. The office will be of vitrified brick, 20x24 feet.

Garden City, Mo.—Farmers in this vicinity are contemplating erecting an elvtr. at this place. They leased a plot of ground on the K. C. C. & S. right of way several months ago with the idea of building an elvtr. on it.

Annada, Mo.—The Annada Elvtr. Co. has been organized at this place, with a capital stock of \$10,000, to handle grain, lumber, live stock and other products. The company also contemplates operating elvtrs., and flour and feed mills.

Tarkio, Mo.—We are installing a new 10-ton Fairbanks Scale. This was necessary on account of the large number of trucks that are hauling corn. We are planning to raise our elvtr. and increase the capacity to 15,000 bus.—J. B. Shaum Grain Co.

Monett, Mo.—Contract has been let by the Monett Mill & Elvtr. Co. for the erection of a new corn mill, storage bins, and office building. Reinforced concrete will be used, and the cost will be approximately \$22,000. The buildings are expected to be completed by Sept. 1.

Carrollton, Mo.—J. Wiggins will build a grain elvtr., south of his coal office, work having been started on the foundation. The elvtr. will be equipped with a pair of automatic scales, a cleaner, a corn sheller, and other up-to-date machinery, and will be operated by electricity.

KANSAS CITY LETTER.

John Kelley, pres. of the Kelley Mlg. Co., died June 2, aged 74 years, after an illness of several weeks.

S. M. Lewis, for several years sales mgr. for the Kimball Mlg. Co. in this city, has resigned to become mgr. for the Ash Grove Mlg. Co. at Ash Grove. J. H. Barr, formerly traveling freight agt. of the Cen. of Ga. R. R. in this city, will succeed Mr. Lewis with the Kimball Mlg. Co.

The elvtr. of the Kemper Mill & Elvtr. Co., in the East Bottoms, was destroyed by fire May 31, with a loss of \$15,000. Four cars full of grain were destroyed, but a string of 12 loaded cars was saved by a switch engine crew. The firemen were greatly hampered in fighting the blaze by the network of tracks crowded with cars.

The attention of all grain fellows is invited to the Win-the-War Convention of the Rotary Clubs at Kansas City June 24-28, by James N. Russell, chairman, Paul Noble, sec'y, and Fred Hoose, of the grain and flour section of this organization. The grain and flour section was formed at the 1917 convention of the Rotary Clubs and it is desired to keep it up. All grain and flour Rotarians are urged to advise Mr. Russell, Board of Trade Bldg., this city, of their intention to attend, that arrangements may be made for the grain men's section.

ST. JOSEPH LETTER.

The elvtr. of the Missouri River Mills Co., with a capacity of 600,000 bus., has just been licensed to be a public elvtr.

L. W. Kennedy, of Kansas City, is now traveling representative for the Holdridge Grain Co. His territory will cover Southern Nebraska and Northern Kansas.

W. H. Moore, formerly with the Flanley Grain Co., of Omaha, Neb., and Sioux City, Ia., is now traveling representative for the St. Joseph Hay & Grain Co. for Southern Nebraska and Western Kansas.

The Buchanan Elvtr. Co., of South St. Joseph, is building an addition to its elvtr. The addition will be to the head house, with a leg on top, the head house to be 59x23 and the leg 10x14, the estimated cost being \$25,000.

ST. LOUIS LETTER.

The St. Louis Grain Club held its annual outing and golf tournament at the Belle-rive Country Club, May 28.

A. A. Schwaiz will take the place of Oliver H. Schwaiz, formerly with the Turner Grain Co., who has left for Camp Dodge to join the colors.

The Lusk Stokes Commission Co. incorporated; capital stock, \$25,000; incorporators, A. H. Stokes and Clarence T. Case; to deal in grain, feed, etc., as commission merchants.

John H. Watson, formerly head of the Grain Clearing House, and for several years associated with the Langenberg Bros. Grain Co., has gone into the grain business with George Ichtertz, under the firm name of Ichtertz & Watson.

William T. Rooke succeeds Bert Forrester as local representative of Logan & Bryan, of Chicago, on the Merchants Exchange. Before severing his connection with the firm 2 years ago, Mr. Rooke had represented them in this city for 20 years. Mr. Forrester will be identified with G. A. Veninga & Co., grain dealers.

We had an opportunity of receiving the first car of new hay of this year's crop today, June 7. It was alfalfa of native growth and pretty fair quality and pleased to say it was in pretty good condition. We sold it at \$23.00 per ton and have a good inquiry for new alfalfa of good grades.—Mullally Hay & Grain Co.

Another star was recently added to the service flag on the Merchants Exchange, when Sam Weinsberg, employed by E. W. Lansing, local representative of J. E. Bennett & Co., of Chicago, left for Puget Sound to enter the navy. Bert Lang, an official of the Grain Corporation, but formerly a grain man, presented Mr. Weinsberg with a handsome wrist watch.

John E. Hall, a grain merchant, donated a small pig, which was auctioned on the Merchants Exchange, May 24, for the benefit of the Red Cross. The pig was purchased and resold until \$400 had been realized, Wm. T. Hill becoming final owner for \$100. May 27, Edward Hunter, of the Hunter Grain Co., donated a calf for the Red Cross, which netted the sum of \$150.

MONTANA

Geraldine, Mont.—The Geraldine Mlg. Co. will soon start to operate, with Mr. Shannon as mgr.

Fort Benton, Mont.—W. J. Pitman, who was mgr. for the State Elvtr. Co., is no longer located at this place.

Glasgow, Mont.—A. Grinder, formerly agt. for the Imperial Elvtr. Co. at this place, is no longer located here.

Coffee Creek, Mont.—E. W. Swanson has succeeded H. C. Ronish as mgr. for the Farmers Mutual Grain & Supply Co.

Riebeling, Mont.—I have succeeded G. W. Shreeves as agt. for the Rocky Mountain Elvtr. Co. at this place.—Thos. L. Wells.

Dunkirk, Mont.—M. E. Poyzer, formerly agt. for the St. Anthony & Dakota Elvtr. Co. at this place, is no longer in the grain business.

Stevensville, Mont.—H. H. Duncan, formerly of Moore, has removed to this place, where he is now mgr. for the Stevensville Flour Mill Co.

Homestead, Mont.—J. W. Johnson has resigned as mgr. for the Farmers Elvtr. Co. at this place. He has bot a half interest in another line of business.

Park City, Mont.—The Park City Mlg. Co. will make improvements to its plant to cost \$2,500. An addition will be built to the elvtr. and new cleaning equipment will be installed.

Hingham, Mont.—E. E. Reiner, formerly agt. for the St. Anthony & Dakota Elvtr. Co. at Malta, has removed to this place where he is agt. for the same company.

Kolln, Mont.—G. W. Shreeves, formerly agt. for the Rocky Mountain Elvtr. Co. at Riebeling, is now employed by the company at this place.—Rocky Mt. Elvtr. Co., Thos. L. Wells, agt.

Springdale, Mont.—Karl Fahlgren, formerly with the Powers Elvtr. Co. at Big Timber, is now in charge of the elvtr. at this place, which was recently erected by the company. He will succeed T. W. Powers, who will return east.

Manhattan, Mont.—In addition to installing a Hall Signaling Distributor we are installing an automatic grain shovel. August Schwachheim, of Cascade, is pres. of the company and E. M. Wright, of Manhattan, is sec'y-treas.—State Mlg. Co.

Malta, Mont.—E. E. Reiner, formerly agt. for the St. Anthony & Dakota Elvtr. Co. at this place, has removed to Hingham, to take charge of an elvtr. for the same company. The writer has taken Mr. Reiner's place with the company here.—B. F. Bushnell.

Great Falls, Mont.—The Montana Equity Elvtr. Co. has been organized with a capital stock of \$1,000,000. The new company proposes to take under one management all the farmers elvtrs. of the state. A. J. Walrath, of Bozeman, is pres. of the company, and James A. Moore is sec'y-mgr.

Big Timber, Mont.—Karl Fahlgren, who has been with the Powers Elvtr. Co. in this city for more than a year, has removed to Springdale, where he will have charge of the new elvtr. erected by the company at that point. He will relieve T. W. Powers, who will return east.

Great Falls, Mont.—The Barkemeyer Grain & Seed Co. has let contract for the erection of a fireproof warehouse, to be completed about Aug. 1. Mr. Barkemeyer also contemplates erecting an elvtr. of 40,000 bus. capacity if the city is given the milling and cleaning in transit rates it is striving for.

Chinook, Mont.—The St. Anthony & Dakota Elvtr. Co. has wrecked its old elvtr. on the north side here, and will build a large and up-to-date one on the south side. The equipment will consist of a Bird Shipping Scale, 15-h.p. Fairbanks Engine, Fairbanks Dump Scale, cleaner, and 2 stands of elvtrs.

NEBRASKA

Milligan, Neb.—Henry Rischling is now mgr. for the Nebraska-Iowa Grain Co.

Filley, Neb.—The Filley Farmers Elvtr. Co. has increased its capital stock to \$20,000.

Wilber, Neb.—The Updike Grain Co. will install a Hall Signaling Distributor in its elvtr.

Shelby, Neb.—I am now mgr. for the Farmers Business Ass'n.—Claud C. Babcock.

Big Springs, Neb.—I am contemplating installing a cleaner in my elvtr.—Frank Dorn.

Palisade, Neb.—O. W. Emick is now mgr. for the Palisade Equity Union at this place.

Beatrice, Neb.—Arch Ames, of Wilber, is now mgr. of the elvtr. of Black Bros. in this city.

Nehawka, Neb.—The elvtr. of the Nehawka Farmers Grain Co. was destroyed by fire recently.

Hubbell, Neb.—T. E. Morgan has succeeded T. W. Daugherty as mgr. for the Hubbell Farmers Elvtr. Co.

Emerson, Neb.—J. R. Reilly has been succeeded by J. R. Tessier as mgr. for the Farmers Elvtr. Co. at this place.

Rockford, Neb.—W. W. Topf, who recently disposed of his elvtr. at this place, has purchased an elvtr. at Stromsburg, where he will engage in the grain business.

Red Cloud, Neb.—The Farmers Co-operative Union has purchased the elvtr. of the Duff Grain Co. at this place.

Malcolm, Neb.—The Malcolm Grain Co. incorporated; capital stock, \$30,000; Pres., John Baumbach; Sec'y, L. E. Cozad.

Holbrook, Neb.—The Farmers Co-operative Educational Union has purchased the elvtr. of the Farmers Business Ass'n.

Lorenzo, Neb.—Construction work has commenced on the elvtr. of the Farmers Union Co-operative Co. at this place.

Pickrell, Neb.—James R. Wilson is pres. of the newly organized Farmers Co-operative Merc. Co., and Ben Siefkes is sec'y.

Sidney, Neb.—The Farmers Union Co-operative Ass'n has just started to build its elvtr. Glenn Bales is pres. of the ass'n.—X.

Woodlawn sta. (Lincoln p. o.), Neb.—The farmers of this place have organized a co-operative company. D. D. Maxfield is their sec'y.

Lebanon, Neb.—The elvtr. belonging to the J. W. Anderson Grain Co., with about 1,200 bus. of wheat, was entirely destroyed by fire recently.

Elmwood, Neb.—The elvtr. of J. H. Rogge & Co. is nearing completion. It is located on the Mo. Pac. R. R. and is up-to-date in every respect.

Oakdale, Neb.—Geo. Kyriss, who has been employed at the elvtr. of the Nye-Schneider-Fowler Co. at this place, has removed to Charles City, Ia.

Hastings, Neb.—The Nebraska Mlg. & Cereal Co. incorporated; capital stock, \$100,000; incorporators, C. E. Jackson, P. E. Jackson, J. Heinen, and others.

Stromsburg, Neb.—W. W. Topf, who recently disposed of his elvtr. at Rockford, has purchased an elvtr. at this place, and will engage in the grain business.

Milford, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, Frank Gray, John Burianek, L. M. Trabert, and others.

Bradish, Neb.—We have built a cement house and sandpit, and have installed a Kewanee Renewable Bottom Loading Spout.—Farmers Elvtr. Co., D. Fitch.

Crab Orchard, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, Fred Smidt, Wm. Buehler, F. E. Watkins, and others.

Lincoln, Neb.—The Shannon-Stockham Grain Co. incorporated; capital stock, \$5,000; incorporators, N. S. Shannon, E. Stockham, L. M. Stockham, and Rogers Scribner.

Howells, Neb.—Ludwig Luxa, who recently resigned his position with the Farmers Lbr. & Grain Co., has entered the employ of the Nye-Schneider Fowler Co. at this place.

Clay Center, Neb.—At the annual meeting of the Clay Center Grain Co., held at this place recently, J. H. Kruse was elected pres., and H. A. Swanson was elected sec'y.

MT. Clare, Neb.—We are building a new up-to-date elvtr., of 25,000 bus. capacity, at this place. R. M. Van Ness is doing the work.—I. G. Holdridge, mgr. Farmers Union Elvtr. Co.

Palisade, Neb.—F. C. Krotter & Co. are building a concrete coal bin, 24 feet high, at this place. It will be filled by a crane beam with engine power.—E. A. Felzien, agt. Shannon Grain Co.

Clatonia, Neb.—Work has commenced on the reconstruction of the elvtr. of the Farmers Elvtr. Co., the old building having been torn down to make way for the new and larger structure.

Lawrence, Neb.—C. E. Babcock, who has been in charge of the elvtr. of the Duff Grain Co., has returned to his home in Logan County, Ill., and Ben Buescher is again in charge of the elvtr.

Filley, Neb.—H. M. Miller, formerly agt. for the Central Grain Co. at this place, has removed to Sterling, where he will be mgr. for the Farmers Union Co-operative Ass'n. Mr. Mitchell, of Illinois, will succeed him here.

Berlin, Neb.—We will build a new 20,000-bu. cribbed ironclad elvtr., work to begin as soon as the material is purchased. W. C. Bailey will do the work.—Farmers Union Co-operative Ass'n, Aug. Roettger, mgr.

Norfolk, Neb.—A blaze started on the roof of the elvtr. of the Salter Coal & Grain Co. recently as the result of a spark from a locomotive. The blaze was extinguished before much damage was done.

Minden, Neb.—James S. Ream has resigned as mgr. for the Farmers Grain & Supply Co., and July 1 he will start to operate the elvtr. of Geo. F. Milbourn, which was formerly leased to other parties.

Minden, Neb.—The Farmers & Merchants Mlg. & Cereal Co., which was recently incorporated, has taken over the business of the Minden Mlg. Co. at this place. A. E. Hotchkin is mgr. for the new company.

Huntley, Neb.—The Huntley Equity Exchange is contemplating installing a car loader, car seals, distributor, grain drier, manlift, spouting, and loading spout holder in its elvtr., and is also considering painting the building.

Heartwell, Neb.—The J. H. Morris Grain Co. has discontinued business here. The Heartwell Grain Co. has had charge of the elvtr. since Feb. 1. F. A. Gasch is mgr. of the latter company.—C. S. Kunkel, agt. Shannon Grain Co.

Schuyler, Neb.—The Farmers Grain Co. will rebuild its elvtr., which was burned recently. The new building will probably be constructed of cement and steel, and will be as nearly fireproof as it will be possible to make it.

Tecumseh, Neb.—In addition to installing a new 80-h.p. oil engine, we will install new scales, inasmuch as the farmers will be using auto trucks this coming harvest. We want to be prepared so we are installing larger and all steel scales.—Tecumseh Mlg. Co.

Loma, Neb.—The recent fire in our elvtr. was caused by a spark from an engine, the fire starting shortly after the train left the station. We had no grain in the elvtr. and did not carry any insurance. The loss is \$2,250. We will not erect a new elvtr. in its place.—Loma Grain Co., Alois Ruzicka, prop.

Brock, Neb.—The Bartling Grain Co. is hopping bins, installing new dump scales and manlift, and enlarging and improving dumps. Will have an up-to-date house when completed. We are contemplating installing a car mover, manlift, and transmission machinery, and purchasing car seals.—Farmers Union Co-operative Ass'n, F. B. Reeve, mgr.

Wann, Neb.—The Farmers Co-operative Ass'n, recently incorporated to do a general grain, coal, flour and feed business, has made application for a lease to erect an elvtr. of 10,000 bus. capacity on the C. B. & Q. Ry. Work on the building will be started as soon as the lease is granted and the contract let. N. Miller is pres. of the company, and A. F. Kleinworth is sec'y.—X.

Raymond, Neb.—No new elvtrs. will be built here this year. The farmers of the neighboring town of Malcolm have organized co-operatively and will buy the elvtr. of A. Otterman. Also the farmers of Woodlawn sta. (Lincoln p. o.), have so organized. Their sec'y is D. D. Maxfield. Our officers are pres., H. H. Forke; sec'y, J. Rex Wilson; mgr., J. C. Davey.—Raymond Co-operative Grain Co., J. Rex Wilson, sec'y.

Sterling, Neb.—After nearly 20 years in the service of the Central Grain Co. at Filley, I have severed my connections with that company as its agt., and have accepted the position of mgr. for the Farmers' Union Co-operative Ass'n of this place. The elvtr. operated by the company here was formerly owned by C. B. Tripp, who has removed to Centralia, Kan. My successor at Filley is Mr. Mitchell, of Illinois, who secured the position thru an advertisement in the Grain Dealers Journal.—H. M. Miller.

Lincoln, Neb.—Breach of contract is charged in the case in district court brought by the Exeter Elevtr. Co. against the Foster Grain Co. for \$1,697 damages. It is alleged that on Aug. 8, 1917, the plaintiff sold to the Foster Grain Co. 3,000 bus. of corn and after the corn was delivered the defendant refused to accept it or pay for it. The market dropped and the Exeter Elevtr. Co. alleges that they were damaged in the amount sued for.

OMAHA LETTER.

Ellis C. Gilkerson, formerly in the office of the Rothschild Grain Co. at Atlantic, Ia., is now with the Fisher-Rothschild Grain Co. in this city.

The Miller Cereal Co. has let contract for the construction of a head house and about 70,000 bus. additional grain storage capacity. The new building will be of reinforced concrete.

On account of the length of time required for grading under the federal rules notice has been posted on the Grain Exchange that beginning June 2 samples of inbound shipments inspected will not be placed on the tables until the following day.

J. G. Wilde, who has been vice-pres., traveling solicitor, and floor salesman for the United Grain Co. for the past 3 years, has sold his interests in that company, and is starting in the consignment business exclusively under the name of the J. G. Wilde Grain Co.

NEW ENGLAND

Brattleboro, Vt.—Clifford Henry Ratte, who has been employed in the office of E. Crosby & Co., grain and flour dealers, has joined the marine corps.

Boston, Mass.—Seth Catlin, chief grain inspector for the Chamber of Commerce, has been appointed by the grain committee of the Chamber as inspector of all products made from coarse grains.

Norwich, Conn.—The Apex Mfg. Co., of Brooklyn, N. Y., has bot the Jordan mill property of Charles H. Brooks, and will soon occupy it for manufacturing purposes. The plant includes a grain elevtr.

Boston, Mass.—The directors of the Chamber of Commerce have petitioned the legislature for an amendment to its charter canceling the right of the trustees to vote certificates, as a sub-committee of the Chamber has made recommendations on remodeling and renting part of the Grain Trade Room which are opposed by the members of the Grain Board.—S.

Woonsocket, R. I.—Damage, estimated at \$25,000, resulted from a fire in the hay and grain warehouse of Milot Bros. in this city recently. The largest amount of damage was done to the hay dept of the building where more than 1,500 bales of hay were stored. Thru the efforts of the firemen the flames were kept back from the grain elevtr. and most of the grain was saved. The damage will be repaired at once.—S.

Boston, Mass.—Sixteen new directors were elected at the annual meeting of the Chamber of Commerce recently. The number of members elected was the largest since the establishment of the present organization owing to the withdrawal of many officers to engage in government activities. William D. Fulton, chairman of the Grain Board of the Chamber of Commerce, was elected one of the directors for a term of 3 years. The membership of the Grain Board is as follows: William D. Fulton, chairman; Albert K. Tapper, vice-chairman; Paul L. Hackel, Herbert L. Hammond, Benjamin G. Hudnut, James T. Knowles, Alexander S. MacDonald, Edward MacLeod, Richard E. Pope, Charles A. Rache, Walter E. Smith and Henry P. Van De Bogert, Jr.—S.

NEW JERSEY

Plainfield, N. J.—The Union Grain Co. has succeeded the firm of A. I. Smalley in this city.

NEW YORK

East Pembroke, N. Y.—The origin of the recent fire in my elevtr. is unknown, but is believed to be incendiary. The loss on the building, machinery and contents was about \$13,000, and the insurance was \$8,000. Have made no definite plans for rebuilding.—John Remsen.

NORTH DAKOTA

Lakota, N. D.—A Farmers Equity Elevtr. is to be located at this place.

Karlsruhe, N. D.—I have sold out at this place. My successor is the Lybeck Grain Co.—John Birtel.

Mantador, N. D.—The elevtr. of the Atlantic Elevtr. Co. has been totally destroyed by fire.

Des Lacs, N. D.—The organization of another Farmers Elevtr. Co. is contemplated at this place.

Lawton, N. D.—The elevtr. being erected at this place for the Farmers Elevtr. Co. is nearly completed.

Roger, N. D.—Work has started on extensive repairs to the elevtr. of the Farmers Elevtr. & Merc. Co.

Dunning, N. D.—The elevtr. of the National Elevtr. Co. is to be opened here this season with Mr. Johnson in charge.

Armourdale sta. (Hansboro p. o.), N. D.—The Armourdale Equity Elevtr. Co. is contemplating installing new fire barrels in its elevtr.

Nekoma, N. D.—The Montana & Dakota Grain Co. will install a Bird Shipping Scale in its elevtr. here, and will also make repairs.

Wyndmere, N. D.—Frank Zimmerman is agt. for the Osborne-McMillan Elevtr. Co., and George Hilliar is agt. for the Andrews Grain Co.—X.

Finley, N. D.—The St. Anthony & Dakota Elevtr. Co. will put a new foundation under its elevtr. here, and will also install a Bird Shipping Scale.

Stiles sta. (Lidgerwood p. o.), N. D.—We are contemplating purchasing car liners, and car seals.—Farmers Elevtr. & Fuel Co., N. J. Zimmerman, mgr.

Ayr, N. D.—The Ayr Farmers Elevtr. Co. is contemplating installing new belting, a cleaner, grain triers, hopper scales, separator, and transmission machinery.

Mayville, N. D.—We have remodeled our office, built a new pit and put our elevtr. in first-class condition.—Great Western Grain Co., A. W. Anderson, agt.

Buffalo Springs, N. D.—The elevtr. of the Equity Elevtr. Co. burned recently with 1,500 bus. of grain and a car and a half of flour. It is that that the fire started from a spark from some ashes.

Sykeston, N. D.—A fire occurred in the elevtr. of the Occident Elevtr. Co. at this place a short time ago, caused by the accidental dropping of a lighted lantern by the agt., Lee Hammell. Prompt action by the fire dept saved the elevtr.

Killdeer, N. D.—H. Garvert, mgr. for the Farmers Equity Elevtr. Co. at this place, met with an accident recently when the hub of his automobile broke as the car was approaching the top of a steep hill. Mr. Garvert jumped from the rapidly moving car and sustained severe bruises.

Grenora, N. D.—The Grenora Farmers Elevtr. Co. has moved its office building onto the same lots as are used for the elevtr. It has been placed on a concrete foundation, and the interior has been refinished, and the exterior has been painted. It will be used for office and warehouse purposes.

Jamestown, N. D.—The Grain Men's Union held a meeting here recently with about 50 in attendance. Resolutions were adopted pledging the members of the union to the support of the government in every undertaking looking toward the successful prosecution of the war, and promising to aid in the financial campaigns and in food and fuel conservation.

Manfred, N. D.—The Woodworth Elevtr. Co. is installing a Bird Shipping Scale, and a 15-h.p. Fairbanks Engine in its elevtr. and is also making other improvements.

Christine, N. D.—The Equity Co-operative Exchange of St. Paul, Minn., is building an elevtr. of from 25,000 to 30,000 bus. capacity at this place. The work is expected to be completed in time for the fall crop of grain.—X.

Lakota, N. D.—The old Minnesota & Western Elevtr. at Kennedy, Minn., is being wrecked and will be rebuilt at this place by the St. Anthony & Dakota Elevtr. Co., whose elevtr. was burned a short time ago. The new house will have a Bird Shipping Scale, a 15-h.p. Fairbanks Engine, Fairbanks Dump Scales, 2 stands of elevtrs. and a cleaner. C. E. Bird & Co. has the contract.

Penn, N. D.—Farmers in this vicinity are contemplating organizing a Farmers Elevtr. Co. this summer. The St. Anthony & Dakota Elevtr. Co. has built a new office, and made repairs in its elevtr. here. A. C. Simons is agt. for the company. The elevtr. of the Winter-Truesdell-Ames Co. will be painted this summer, and some repairs will be made. O. V. Lundberg is mgr.

Minnewaukan, N. D.—The Farmers Elevtr. at this place was torn down several years ago. The report that the farmers are building again is a mistake. The elevtr. of the Monarch Elevtr. Co. is closed until fall on account of Mr. Mellen, the agt., resigning to take care of the business of his brother-in-law in Minnesota, the latter having enlisted in the U. S. army.—C. H. Sheldon.

OHIO

Toledo, O.—Philip Horn, of Monroeville, has been admitted to membership in Produce Exchange.

Loudonville, O.—The Loudonville Mill & Grain Co. has a new 250-bbl. corn meal mill in operation.

Milford Center, O.—The Ohio Grain Elevtrs. Co. has increased its capital stock from \$30,000 to \$50,000.

Conover, O.—The Conover Grain Co. has recently purchased the elevtr. owned by Brecount, Wolcott & Co. at this place.

Lexington, O.—Chas. H. Granger, formerly of Fort Wayne, Ind., is now connected with the Cockley Mfg. & Grain Co., of this place.

Genoa, O.—C. A. Powers, pres. of the Powers Elevtr. Co., is a candidate for state senator at the democratic primaries to be held Aug. 13, 1918.

Springfield, O.—The plant of the Ansted & Burk Co. was burned recently. The blaze was confined to the wheat elevtr. and the loss is estimated at \$1,200.

Bowling Green, O.—The Hub Grain Co. has bot the elevtr. of the Huffman Grain Co., which they expect to operate July 1. No mgr. has been selected to date.

Wakeman, O.—The Wakeman Mfg. & Elevtr. Co. incorporated; capital stock, \$50,000; incorporators, R. F. Vandemark, Kathryn Sage, George R. Allen, and others.

Mechanicsburg, O.—E. W. Ervin, who was bookkeeper for the H. M. Brown Grain Co., at this place, has succeeded B. H. Sidle as mgr. for the Grover Hill Grain Co. at Grover Hill.

Prout sta. (Sandusky p. o.), O.—The Central Erie Elevtr. Co. has taken over the elevtr. of R. Turner & Son at this station. Louis Stautzenberger has been chosen temporary mgr.

Mechanicsburg, O.—We have sold our elevtr. at this place to the Ohio Grain Elevtrs. Co., of Milford Center. The new firm took possession May 16.—H. M. Brown Grain Co., H. M. Brown.

Vanlue, O.—We expect to make improvements at our elevtr. to cost \$3,500. They will consist of extra bins and another conveyor. Harry Stevens, who was elected mgr. recently, resigned one week later and Preston Fellabaum succeeded him.—Vanlue Grain & Supply Co.

Irwin, O.—Victor Peters is the new mgr. of our elvtr. at this place. Neil Gest, the former mgr., has taken charge of our elvtr. at Mechanicsburg, which we recently bot.—Ohio Grain & Elvtr. Co.

Era, O.—The Rife & Morris Co., formerly of Mount Sterling, have leased the elvtr. of W. M. Morgan at this place, and will conduct a general grain and seed business with Charles Crum as mgr.

Cincinnati, O.—D. J. Schuh, executive sec'y of the Grain & Hay Exchange, enlisted in the U. S. naval reserves, June 1, as a second class seaman. He will leave for the Great Lakes Training Station in a few days.

Tiffin, O.—I am helping all I can to lick "Bruiser Bill," and licked to a standstill he will be when our wildcat Ohio boys get into real action. I have 2 boys in it, one a graduate of Annapolis, another, only 22 years old, a graduate of West Point, and now at Fort Sheridan.—F. W. Bacon.

Williamsport, O.—My son, H. W. Heffner, and I will operate the plant of the Heffner Grain Co., located on the Pennsylvania R. R. in this city, with the main office at Circleville. The present capacity of our elvtr. is 15,000 bus., which we contemplate increasing later on.—W. F. Heffner.

Grover Hill, O.—B. H. Sidle, who has been treas. and mgr. for this company since its purchase in Aug., 1917, has been called for military service, and is now at Camp Taylor, Louisville, Ky. E. W. Ervin, of Mechanicsburg, who was bookkeeper for the H. M. Brown Grain Co., of that place, has succeeded Mr. Sidle as mgr.—Grover Hill Grain Co.

Toledo, O.—The Second National Bank building of Toledo, home of the grain trade, is the first 100 per cent building in the city. All occupants, from employer to employee have contributed to the war chest. This was accomplished thru the efforts of two well known grain men, Fred Mayer of J. F. Zahm & Co., and Kenton Keilholtz of Southworth & Co.

Antwerp, O.—Owing to the fact that both members of our firm have been called for active service in the army it will be necessary to dispose of our property here and to close up our business. However, we will not sacrifice it and we will make other arrangements if we are not able to get our price.—Teegardin Grain Co., R. D. Teegardin.

Piqua, O.—The annual spring meeting of the Miami Valley Grain Dealers Ass'n was held at Hotel Favorite on Friday, May 24, with the usual good attendance present. Pres. E. D. Fristoe called the meeting to order at 1:30 p. m., and Sec'y E. T. Custerbolder read the topics on the program, which were freely discussed by most of the members, particularly the subject of corn in the crib, its condition and disposition; and the interpretation of the government wheat prices.

Plattsburg, O.—The firm of Campbell & Price, which has conducted the grain and coal business here for the past 26 years, has been reorganized. Freeman Campbell, son of the senior member of the firm, and who has been in the employ of the firm for the last 4 years, has been taken in as a partner in the business, and becomes the acting mgr. Brooks Franklin has been employed by the new firm and will assist Mr. Campbell in the operation of the business.

The Governing Board has decided to hold our 39th annual meeting at Cedar Point, Tuesday, Wednesday and Thursday, June 25, 26 and 27. The sessions of the meeting will be two on Wednesday the 26th and one on Thursday the 27th. The program is not yet completed but we expect representatives from the United States Food Administration Grain Corporation and the Bureau of Markets, U. S. Department of Agriculture. We made considerable effort to try and hold the meeting at Dayton, Ohio, this year but we were advised by their Convention Bureau that we could not secure hotel accommodations.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

OKLAHOMA

Oklahoma City, Okla.—The Oklahoma Grain & Flour Co. has gone out of business.

Oklahoma City, Okla.—The Creamer-Greeg Grain Co. has discontinued business.

Calumet, Okla.—M. C. McCafferty has installed a Ball Bearing Boss Air Blast Car Loader.

Durant, Okla.—The Durant Grain & Elvtr. Co. has increased its capital stock from \$25,000 to \$75,000.

Delaware, Okla.—The Lenapah Grain & Hay Co., of Lenapah, has just completed a large elvtr. at this place.—X.

Richland, Okla.—The Guthrie Mlg. Co., of Guthrie, has purchased the elvtrs. and grain business of the Richland Grain Co. at this place.

Gracemont, Okla.—The Sugar Creek Grain & Supply Co. incorporated; capital stock, \$20,000; incorporators, John Pape, J. D. Schrader, and Ray Shoop.

Guthrie, Okla.—The Guthrie Mlg. Co. has acquired the elvtrs. and grain business of the Richland Grain Co., at Richland. This is the 10th concern of this kind taken over by the company in the last year.

Hooker, Okla.—A. T. Nedrow, agt. for the Reno Flour Mills Co., has been transferred to Hutchinson, Kan., where he will be warehouse foreman for the company. He has been succeeded here by R. A. Ely, formerly agt. for the company at Kismet, Kan.

Guthrie, Okla.—The Guthrie Mill & Elvtr. Co. will shortly install new machinery and apparatus to increase the capacity of its mill from 800 to 1,200 bbls. The company will also build 2 more large concrete storage tanks, with a capacity of 250,000 bus. of grain. The improvements will cost \$90,000, and the contract has been let to the Burrell Engineering & Construction Co.

Waukomis, Okla.—The El Reno Mill & Elvtr. Co. is making some repairs in its elvtr., enlarging and rebuilding pit, installing 2 new Union Iron Works boots, and putting in electric lights. While working in the pit recently Clarence Lovell, an employe of the company, was injured when a fellow workman dropped a hammer, which struck him upon the head, cutting a gash in his scalp, striking his lip, cutting it, and loosening 3 teeth.

Inola, Okla.—We understand that stock has been sold for a farmers elvtr. at this place, and that large bins are to be built for the storage of grain this year, at times when cars cannot be had. It is said that the elvtr. will be ready for operation next season. J. E. Dickerson will build a new office. M. L. Klipp will install new scales. North & Son have sold out to the undersigned, who is remodeling the elvtr., building a new office, and installing new machinery and new scales. In fact the grain men around this town are about as busy as a cranberry merchant at Christmas time.—S. N. North.

The com'te of three representatives of the Oklahoma grain dealers and millers which conferred with the Railroad Administration at Washington reported on May 28 that Edward Chambers of the director general's office understands the situation fully, and assured them that the grain and grain products tariff for Kansas, Oklahoma and Texas will be worked out on one schedule effective June 25, suspending all state-made rates and canceling all export tariffs, retaining all transit privileges, with possibly a small stop charge which will apply to wheat as well as products and will also apply at terminal points. "We feel sure entire matter is taken care of to our satisfaction, including class rates." C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, construes this to indicate that it is not the intention to add the general advance of 25 per cent to the present state rates. An effort is now being made to secure a conference with the rate com'te which will prepare the tariffs to become effective June 25 to check all rates on Oklahoma traffic, and continue the fight until equal state and interstate rates, no higher than those applicable to and from surrounding states, are secured for Oklahoma.

Autwine, Okla.—The Blackwell Mill & Elvtr. Co. of Blackwell has just completed a large elvtr. on the Santa Fe at this place, which will relieve the farmers to the south of the extra cartage of the wheat crop which is to be harvested soon.

OREGON

Athena, Ore.—The Farmers Union Grain Agency, of Fendleton, has let contract for 2 Hall Special Elvtr. Legs to be installed in its elvtr. at this place.

Alice, Ore.—The Alice Farmers Elvtr. Co. is building a 100,000-bu. concrete elvtr. at this place. The Burrell Engineering & Construction Co. has the contract.

Shaniko, Ore.—The Shaniko Farmers Elvtr. Co. will build a 30,000-bu. concrete elvtr. at this place. The Burrell Engineering & Construction Co. furnished the plans.

North Powder, Ore.—The North Powder Farmers Elvtr. Co. will erect a 40,000-bu. concrete house at this place. The Burrell Engineering & Construction Co. furnished the plans.

Clem, Ore.—I am not connected in any way with the Pacific Coast Elvtr. Co. at this place. The warehouse of the company here has not been operated for the past 2 years. I operate independently of any company.—E. H. Randall.

Fendleton, Ore.—The Farmers Union Grain Agency will make changes and improvements in its office. They will include the complete re-arrangement of the front and interior of the office rooms. About \$1,000 will be expended on the work.

Imbler, Ore.—The Imbler Flouring Mill Co. will equip part of its warehouse for the handling of bulk grain. Work on this improvement has just commenced. The company has never rebuilt its mill which was destroyed by fire in Aug. 1914.—M. W. Kiddle, ass't mgr. Pioneer Flouring Mill Co., Island City.

Island City, Ore.—The Union Flouring Mill Co., the Pioneer Flouring Mill Co. and the Elgin Flouring Mill Co. will install dumps for the handling of bulk grain, and have the elvtrs. in connection with the mills for storage capacity.—M. W. Kiddle, ass't mgr., Pioneer Flouring Mill Co.

Hillstoro, Ore.—We have purchased the business and property of the Houck Mlg. Co. at McMinnville, the Houck Mlg. Co. retiring from business. We now have elvtrs., warehouses and feed mills at Cornelius, North Plains, and this place; warehouse at Beaverton; and elvtr., warehouse and flour and feed mill at McMinnville. The main office is at this place.—C. B. Buchanan & Co.

Alice, Ore.—The Grande Ronde Grain Co. is equipping part of its warehouse at this place, so that bulk grain can be handled. Cleaning machinery is being installed to take care of the grain. The bin work is practically completed. This places the company in a position to handle both sack and bulk grain.—M. W. Kiddle, ass't mgr., Pioneer Flouring Mill Co., Island City.

PENNSYLVANIA

Philadelphia, Pa.—Samuel J. Clevenger, Jr., son of S. J. Clevenger, grain dealer, has entered the service and is now in camp at Columbus, O.

Meshoppen, Pa.—The Dixon Mill & Grain Co., of Scranton, recently purchased the Mowry flour mill at this place, and is now making arrangements to put the plant in operation. A number of changes are being planned and the building will probably be considerably enlarged.

SOUTH DAKOTA

Faulkton, S. D.—The Geo. C. Bagley Elvtr. Co. has no agt. at this place now.

Viewfield, S. D.—The firm of John A. Stolt & Son has removed from Draper to this place.

Mission Hill, S. D.—The Farmers' Elvtr. Co. has sold its elvtr. to the Farmers Co-operative Union.

Scotland, S. D.—The Farmers Grain & Stock Co. is considering the construction of an elvtr. here.

Utica, S. D.—O. A. James has succeeded Gale Snedecor as mgr. of the elvtr. of M. King at this place.

White Lake, S. D.—We are installing a new cleaner, also a leg in our elvtr.—White Lake Mlg. Co.

Bushnell, S. D.—The elvtr. of the Davenport Elvtr. Co. has been purchased by the Liberty Grange Corporation.

Garretson, S. D.—The Farmers Co-operative Grain & Supply Co. has purchased the elvtr. of the Thorpe Elvtr. Co. at this place.

Colton, S. D.—The Farmers Elvtr. Co. has built a new office of hollow tile blocks at this place. A fireproof vault has been installed in the office.

Irene, S. D.—Chas. Danielson, formerly agt. for the Great Western Grain Co. at Marietta, Minn., will remove to this place where he has bot an elvtr.

Meckling, S. D.—T. J. Steele, of Sioux City, Ia., has let contract to the Younglove Construction Co. for the erection of a grain elvtr. at this place.

Castlewood, S. D.—H. A. Olson, formerly mgr. for the Chester Farmers Elvtr. Co., at Chester, has removed to this place, where he will take a similar position.

Chester, S. D.—H. A. Olson, formerly mgr. for the Chester Farmers Elvtr. Co. at this place, has removed to Castlewood, where he has accepted a similar position.

Ipswich, S. D.—H. A. Stevens, who has been mgr. for the Farmers Equity Elvtr. Co. at this place, has resigned to become mgr. for the Farmers Elvtr. Co. at Craven.

Lemmon, S. D.—The elvtr. of the Western Lbr. & Grain Co. has been completed. It has a capacity of 30,000 bus. W. C. Riebe, of Bowman, is pres. of the company.

Ipswich, S. D.—P. J. Moritz is mgr. of the elvtr. which he, in connection with Geo. M. Engler, recently purchased of A. J. Moritz, the latter having discontinued the grain business.

Harrisburg, S. D.—The Hunting Elvtr. has been sold to the Farmers Elvtr. & Supply Co. The new owners will probably increase the capacity of the elvtr. by installing V-shaped cups, and placing them closer together.—W. W. Thorp.

Egan, S. D.—The elvtr. of the F. M. Tusia Grain Co. at this place has been reconstructed. A new foundation was put in, also a concrete pit. A Howe Dump Scale, a Sprout-Waldron Double Attrition Mill, two 15-h.p. motors, and new spouts have been installed.

Broadland, S. D.—W. F. Lytle, who has been mgr. for the elvtr. of the Broadland Equity Union Exchange here for the past year, has accepted a position as solicitor for the Van Dusen-Harrington Co., of Minneapolis, and will enter their employ about June 15. His successor has not been named as yet.

Lake Preston, S. D.—The Lake Preston Mlg. Co. is no longer milling. The old machinery has been sold, the mill building has been torn down, and the steam plant is being used to furnish light and power to neighboring towns. The name has been changed to the Central Light & Power Co.—John G. Ostroot, sec'y.

SOUTHEAST

Boligee, Ala.—It has not been positively decided as to whether or not an elvtr. will be erected here. If erected it will be located on the Sou. Ry.—X.

TENNESSEE

Memphis, Tenn.—We are no longer in the grain business.—E. A. Moore & Co.

Newbern, Tenn.—The Newbern Grain Co., which was organized here last fall, is erecting a 2-story frame structure near the Ill. Cen. R. R., and will handle all kinds of feedstuffs.

Nashville, Tenn.—John A. Tyner & Co., grain dealers, have moved into a new warehouse which they recently leased. The old warehouse will be used in conjunction with the new one until an addition to the new quarters can be built, which will be within the next 60 days. A complete elvtr. will also be installed. The new building is rat and fireproof, being built entirely of mat brick with cement flooring.

TEXAS

Plano, Tex.—The Stark Grain Co. has succeeded the Stark-Forre Grain Co. J. T. Stark is mgr.

Hoover, Tex.—We are installing a Hall Signaling Distributor in our elvtr.—L. C. McMurtry Grain Co., E. E. Cole, agt.

Lubbock, Tex.—T. F. Lokey has sold out to Simpson & Bounds, who will continue the business.—Jackson Bros., A. W. Jackson, mgr.

Henrietta, Tex.—J. W. Marberry is my successor, and the elvtr. is now running in connection with the Henrietta Mlg. Co.—O. R. Yantis.

San Antonio, Tex.—H. S. Masters has succeeded W. H. Killingsworth as mgr. for the Blue Star Elvtr. Co. in this city, and H. E. Carroll has succeeded Mr. Killingsworth as sec'y.

Austin, Tex.—C. E. Eiser has sold his half interest in the Burleson Mill & Elvtr. Co., where he was business mgr., and is now superintendent and head miller in the Quality Mills in this city.

Palestine, Tex.—J. H. Pearlstone, proprietor of the Palestine Grain Co., will remove to Dallas in a couple of weeks, where he will be identified with the new Pearlstone Mill & Elvtr. Co.

Fort Worth, Tex.—The report that we are contemplating increasing our capital stock from \$80,000 to \$100,000 is an error as we have arranged to increase it from \$80,000 to \$200,000.—Golden Rod Mills, J. R. Stitt.

Mission, Tex.—We are building a new elvtr. here, and expect to handle grain, hay, and all kinds of food products. We are incorporated for \$15,000. At present we are contemplating installing a corn mill.—Farmers Grain & Elvtr. Co., J. E. Baker, mgr.

WASHINGTON

Palouse, Wash.—The Farmers Union Whse. Co. has purchased a Hall Signaling Grain Distributor.

Warden, Wash.—C. L. Olson has succeeded me as agt. for the Jantz Grain Co. at this place, and I am no longer in the business.—Edward Beck.

Whetstone sta. (Dayton p. o.), Wash.—The Whetstone-Turner Whse. Co. of Dayton will erect a 75,000-bu. elvtr. at this station. It will cost \$15,000, and will be completed in time to handle this year's crop.

Tokio sta. (Keystone p. o.), Wash.—The O'Neill Grain Co. of Spokane, Wash., has let contract for the erection of a 25,000-bu. grain elvtr. on the Nor. Pac. right of way at this station. The cost is estimated at \$8,000.

Hausser (same as West Walla Walla, Walla Walla p. o.), Wash.—The Sleeman Elvtr. Co. has just completed a 35,000-bu. cribbed elvtr. at this place. The Burrell Engineering & Construction Co. did the work.

Davenport, Wash.—Herman Wilke has let contract for the erection of a 15,000-bu. elvtr. on his farm, 6 miles northeast of here. The structure will be 40 feet high, have 12 bins, and cost approximately \$4,200.

Seattle, Wash.—The Merchants Exchange has established an inspection, weighing, sampling and grading dept. S. P. Kellogg, who has been with Balfour, Guthrie & Co. for a number of years, will be chief inspector. Certificates will be issued showing the grade, condition and weight of grain inspected.

Molson, Wash.—The Farmers Union Elvtr. Co. will enlarge its elvtr. to hold 50,000 additional bus.

Packard sta. (Marcellus p. o.), Wash.—The grain elvtr. now being constructed at this place by the Packard Farmers Whse. Co. is expected to be completed by Aug. 1. It will have a capacity of 60,000 bus. and will handle bulk grain. H. H. Heimlinger is mgr.—X.

WISCONSIN

Hansen sta. (Vesper p. o.), Wis.—The Stratton-Ladish Mlg. Co., of Milwaukee, has bot our malt house and elvtr. at this station. We do not know of their building any additional elvtr. at Milwaukee.—American Malting Co., F. H. Foy, Milwaukee.

Greenleaf, Wis.—The new elvtr. of the Knauf & Tesch Co., of Chilton, is completed. It is 75 feet high, 32 feet wide, and 110 feet long, and has a capacity of 20,000 bus. It has 4 bins each holding 5,000 bus. The building is of cement and is fireproof. An American flag flies 90 feet in the air.

Burlington, Wis.—A fire at the plant of the Burlington Feed Co., recently, threatened to destroy several buildings, among them the large elvtr. of the company. Prompt work on the part of the fire dept. confined the fire to the frame building in which it started. The building was used as a storage place for baled hay and salt, and was entirely destroyed.

MILWAUKEE LETTER.

The interest rate on advances for the month of June is 7%.

F. E. Hales is no longer connected with our company.—E. P. Bacon Co.

The Chamber of Commerce Com'tes in charge of the second Red Cross Fund subscriptions turned in \$14,721.80.

Geo. E. Sanborn, Wm. O. Forker, Thos. J. Cassidy, N. M. Kent, deceased, John Daly, deceased, W. P. Bishop, deceased, H. D. Pheatt, Almeron A. Truax, and Henry Balzer' memberships in the Chamber of Commerce have been transferred.

Fres. H. W. Ladish has appointed the following chairmen of the sub-com'tes to take charge of the coming convention of the Grain Dealers National Ass'n in this city, Sept. 23, 24 and 25, 1918: Wallace M. Bell, gen'l chairman; H. M. Stratton, arrangements; L. G. Bournique, finance; J. J. Crandall, speakers; A. R. Templeton, entertainment. These chairmen constitute the executive com'te, Pres. Ladish serving as an officio member of this com'te.

WYOMING

Deaver, Wyo.—I am contemplating building an elvtr. this fall.—E. T. Long.

Deaver, Wyo.—The Deaver Grain Co. was recently established at this place with E. T. Long, of Hastings, Neb., as mgr.

Lingle, Wyo.—I had intended to build an elvtr. at this place, but have decided not to do so this year.—Joseph Wilde.

A NATIONAL TRADE-MARK for exports of merchandise made in the United States is being advocated by the Bureau of Foreign and Domestic Commerce.

E. P. PECK of Omaha, Neb., has been elected pres. of the Terminal Elevator Grain Merchants Ass'n in place of G. F. Ewe, who has resigned.

THE OATS YIELD for the state of Victoria is reported by the U. S. Commercial Attache at Melbourne, Australia, for the 1917-18 season, to have been 6,141,287 bus. from 293,214 acres, or an average of 20.94 bus. to the acre.

THE WESTERN UNION TELEGRAPH Co. is not to be compelled to furnish a client with a ticker service, as ordered to do by the Public Service Commission of Massachusetts, the Supreme Court of the United States recently decided.

Grain Carriers

ABOUT July 1 all offices of railroads except the C., B. & Q. and Rock Island at Peoria, Ill., will be merged into one office with one agent.

NOTICE has been posted at all stations on the Sidell & Olney Railroad that operation of freight and passenger trains will be discontinued June 15.

THE PETITION of the Illinois railroads for increased freight rates has been dismissed by the Illinois Public Utilities Commission, as the advance has been granted by the Federal Railroad Administration.

WHEAT reshipped within 6 months of Mar. 15 last from the stopover point shall be entitled to the balance of the thru rate in effect at the time of the original shipment, by order of the Canadian Railroad Commission.

ORDERS for 50,000 more freight cars soon will be distributed by the United States Railroad Administration. It remains to be seen whether placing of the orders is followed by prompt delivery of the equipment.

TWENTY STEEL BARGES for use on the Erie Canal will be built under contract by the Ferguson Steel & Iron Co., and will be sufficiently seaworthy to load at Lake Erie ports. The boats will be 12 ft. deep, 20 ft. wide and 150 ft. long.

THE ILLINOIS TRACTION Co. will be supplied with freight cars, as orders were issued May 24 by W. C. Kendall, manager of the car service section of the U. S. Railroad Administration, that box cars of the company must be moved empty or loaded back to that company at Peoria or St. Louis.

IT IS ORDERED that all outstanding orders of this commission heretofore entered in cases on the special docket and unexpired which prescribe a fixed differential, arbitrary or other difference as between points and localities, be, and they are hereby, modified so as to permit the carriers defendant in said cases to make effective passenger fares and baggage charges on June 10, 1918, and freight rates on June 25, 1918, not in excess of those specified in said General Order No. 28, with the understanding that the relationship prescribed in said orders will be promptly restored.—Interstate Commerce Commission.

ON JUNE 5 official authorization from the sec'y of war was received by C. S. Riche, U. S. engineer, and Wm. L. Sackett, superintendent of the Illinois division of waterways, for the dredging of the Illinois and Michigan Canal between Lockport and Utica, Ill., to a depth of 6 ft., the government having set aside \$150,000 for this purpose, as already reported. An effort will be made to complete the improvement within 60 days, to aid in the autumn grain and coal movement.

THE DISPATCH of consignees' mail and shipping documents on the same boat with the cargo is insured by an order of the Post Office Department, May 25, that shipper mail such communications to the steamship agents at the point of departure marked to indicate their contents. The steamship agents will take them to the customs authorities for necessary examination in time for release to the boat which carries the merchandise. Many shippers are doing this and avoiding delays which may otherwise occur.

INCREASES in grain rates in territory tributary to Omaha were denied the carriers June 11 by the Interstate Commerce Commission. The rates were under suspension and were vigorously opposed by the Omaha Grain Exchange in an argument by its attorney, H. T. Clarke, last December. The higher rates would have applied on grain from Sioux City and 44 Nebraska stations north of Omaha on the Omaha Road to 43 stations in Colorado, south of Pueblo, the advances ranging from 4 to 12 cents per 100 lbs.

PERMISSION to shippers has been granted by Director-General McAdoo to present their views on the proposed increased freight rates to the following traffic committees named by the regional directors: Freight traffic committee, eastern territory, B. Campbell, chairman, 143 Liberty street, New York City. New England district freight committee, L. H. Kentfield, chairman, South Station, Boston, Mass. Trunk line district freight committee, H. G. Burnett, chairman, 143 Liberty street, New York City. Central district freight committee, C. J. Brister, chairman, Transportation bldg., Chicago, Illinois.

Prompt Settlement of Claims?

C. A. Prouty, director of the United States Railroad Administration, in announcing the rule for cash payment of freight charges, said:

The Director General further instructs me to say that he has under consideration rules, which will be promulgated in the near future, touching upon the settlement of overcharges and claims for loss and damage which he believes will result in the prompt and fair disposition of such matters with a minimum of inconvenience to the public.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates

G. R. & I. in sup. 5 to I. C. C. 1269 gives rules governing transit grain, effective May 26.

C., B. & Q. in sup. 39 to I. C. C. 9677 gives rates on corn from Nebraska and Colorado points to Colorado points, effective June 3.

B. & O., in sup. 1 to I. C. C. SW-7505 gives rates on grain and grain products from and to stations on its line, effective June 20.

New York Central in I. C. C. LS-499 gives rates on grain and grain products from its stations to eastern and Canadian points, effective June 7.

Ann Arbor in sup. 1 to I. C. C. A-681 gives rules governing milling in transit at Ann Arbor, Mt. Pleasant and Owosso, Mich., effective June 20.

Can. Pac. in sup. 1 to I. C. C. E-2003 quotes reduced rates on corn from Detroit, Mich., to stations on the Canadian Pacific, effective June 18.

Erie in tariff No. 155-D gives local, joint and proportional rates on grain and grain products from Chicago to eastern cities reached by the Erie Despatch and other fast freight lines, effective June 10. Page 19 of the same tariff advances the ex-lake and reshipping rates on grain, malt skimmings, oats products and other grain products from Cleveland, O. From Cleveland to Baltimore, Md., the new rates are, ex-lake, domestic, barley and rye, 14c; wheat, 13½c; corn, 12; and oats, 15½. The export rate is 1c less, except wheat, 13c. To New York the domestic rates are oats, 16½; rye, corn, barley and wheat 14½.

Grain Dust Explosion Prevention Campaign.

[By D. J. Price, Engineer in Charge Grain Dust Explosion Investigations, Bureau of Chemistry, U. S. Dept. of Agri.]

As a result of several disastrous dust explosions and fires in mills and elevators, the Bureau of Chemistry of the United States Department of Agriculture, in cooperation with the United States Food Administration, is conducting an educational campaign to present to the milling and grain men the information which it has obtained in its investigations of the causes and means of prevention of dust explosions. A corps of milling engineers, in various parts of the country are making every effort to get into close touch with the mills and elevators in their respective territories, in order to suggest those precautions which will prevent dust explosions and fires in these plants.

Every year large quantities of grain and its products are destroyed by fire. Under normal conditions this loss is taken as a matter of course, the insurance is paid, and the case is promptly forgotten, unless there is a large loss of life. In the present crisis when the value of every bushel of grain is considered in terms of life instead of dollars, however, it is necessary that everything possible be done not only to increase production but also to prevent the destruction of food supplies.

A recent explosion, which resulted in a large loss of life and property, was caused by a choke-up in an elevator leg, sufficient heat having developed to start a flame which ignited the dust. This suggests the advisability of the installation of efficient signaling systems for notifying of choke-ups in elevator legs. Two disastrous explosions which have occurred recently have been caused by foreign material passing through grinding machines and striking sparks which ignited the dust. All foreign material should be removed as effectively as possible from that which is to be ground.

In most explosions in surface plants, two or more reports usually occur. The first is described as a short, sharp report, while the second is longer and rumbling like thunder. The first is the primary explosion or that caused by the ignition of the original dust and air mixture. The shock and pressure created by this primary explosion threw into suspension the dust which has lodged on beams and ledges. The ignition of this dust by the heat or flame from the first explosion results in the secondary and usually more disastrous explosion. One of the best means of preventing this secondary explosion is to keep the plant scrupulously clean. A vacuum cleaner or dust collecting system is much more efficient than the ordinary push broom method.

A laboratory method has been devised for determining the relative inflammability of the various dusts. While some of the dusts show a higher degree of inflammability than others, or seem to be more easily ignited, all of the fine dusts which are created in the handling of grain, or in the manufacture of grain products are very easily ignited. This means that an extremely dangerous condition exists where any of these dusts are present, either in suspension as a cloud in the air or in any place where they may be thrown into suspension. Experiments have shown conclusively that the finer the dust the more easily it

will be ignited, since more surface is exposed to the source of ignition and also to the oxygen of the air, thus causing more rapid combustion. These dust particles are but little larger than gas particles. Mixtures of these particles in the air, as in a cloud, are almost, if not quite, as easily ignited as gas mixtures, and therefore are as dangerous.

The drier the dust the more easily it is ignited. This does not mean that very moist dust cannot be ignited, for if there is sufficient heat present the dust will ignite as long as it is dry enough to be in suspension in the air or to be thrown into suspension.

The causes of explosions already established are: Open lights or naked flames, such as lamps, torches, gas jets, lanterns, candles and matches; property fires; sparks from hard, foreign material in grinding machines; electric sparks from motors, fuses, switches, and lighting systems; static electricity; choke-ups in the elevator legs, or friction from some other causes which produce sufficient heat to ignite the dust.

Additional measures of prevention are: A complete and properly installed electric lighting system with the use of portable and protected electric lamps instead of lanterns or naked lights; the removal of foreign material before it reaches the grinding machines; the effective grounding of all moving machinery which might develop static electricity; the installation of an effective signaling system for choke-ups in elevator legs; frequent, if not daily, inspection of machinery to see that it is in proper alignment and operating as it should; the perfecting and installation of a vacuum cleaning system instead of the use of the ing; and the installation of dust collectors to collect the dust from all points where it is created.

Storage for Over Sixty Days.

It is an uncontrovertible fact that between the time that the grower wishes to sell his product and the time the consumer wishes to buy there intervenes a period of nearly a year, and with nearly all cereal crops a period of several months more than the 60-day limit allotted by the Food Administration.

This 60-day limit is one imposed by the Food Administration, ignoring the clause in the Food Control Act expressly permitting seasonable storage. This question will not down, and H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, has again taken up the matter with the Food Administration Grain Corporation, advising members as follows:

Some of our members called my attention to the hardship on the grain trade of the rule of the Food Administration Grain Corporation prohibiting the storage of oats for more than sixty days, so far as our Texas red rust proof seed oats are concerned.

I immediately took the matter up with President Barnes, calling his attention to the fact that very few farmers of Texas had granaries or storage facilities for oats, and they were usually put on the market at harvest during the months of June, July and August, and the grain dealers buy the oats and store them until they were needed for seed in December, January and February.

I further called his attention to the fact that a very large per cent of the oats raised in Texas were used for seed only, as they are shipped from the Pacific to the Atlantic Ocean and from the Gulf to the Lakes for seed. To prohibit the storing of these seed oats for a longer period than sixty days would doubtless work a hardship on the producer as the oats would be forced to go on the market on the price for commercial oats, while heretofore our Texas oats have been a distinctive propo-

sition as the dealers who have handled Texas red rust proof seed oats for many years know that there will be a demand for them for seed later on and are willing to pay what the oats are worth.

President Barnes wrote as follows: "You quite realize that in making a ruling allowing the storage of seed oats, we run the risk of having same abused by some dealers under the plea of seed oats storing for market advances, against the Food Administration regulations."

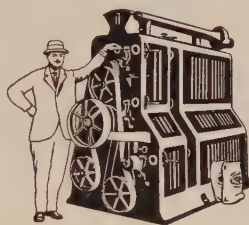
THE WAR TRADE BOARD announces that, in co-operation with the United States Food Administration, import licenses for wheat and wheat flour will be issued only upon the condition that applicants sign a written guarantee that they will not sell the wheat or wheat flour so imported to any person, firm, or corporation, or at any price, without first securing the approval of the United States Food Administration or its duly appointed

ed agents, and that, in the sale or distribution of such wheat or wheat flour, they will be governed by the rules and regulations of the Food Administration. The Food Administration has appointed the United States Food Administration Grain Corporation, 42 Broadway, New York City, as its agent to administer these rules and regulations, and accordingly all applications for the approval of sales of imported wheat or wheat flour should be made to the grain corporation.

H. G. WILSON, traffic commissioner of the Toledo Commerce Club, has been appointed rate expert for the Food Administration. Mr. Wilson is well known at Kansas City where he was formerly traffic commissioner, and has been an active member of the National Industrial Traffic League.

AMERICAN MIDGET MARVEL FLOUR MILL A Big Money-Making Addition To Your Grain Elevator

and at the same time you are helping conserve this country's resources by milling the flour in the community where the wheat is grown.



You have the elevator. You have the co-operation of the wheat growers. You have the buying power. You have the market all ready for you. You have **everything**.

The American Midget Marvel Mill offers you the opportunity.

NO MILLING EXPERIENCE NEEDED

It requires absolutely no milling experience to successfully operate an AMERICAN MIDGET MARVEL MILL. A great percentage of the owners of these mills have had no previous milling experience.

It takes up but little space and it takes but very little power to run it. You have sufficient power right now. Its yield of good flour is the greatest of any mill—way below Government requirements—and is of the highest quality—a flour that retains the full flavor and nourishing value of the whole wheat berry. One man can do all the work.

When you purchase an American Midget Marvel Mill, you become a member of the Community Marvel Millers' Association and you can put your flour up under our nationally advertised brand, "FLavo," as shown below. Your products are then inspected free by our Service Department every thirty days to keep you up to quality. We start you off and practically make your success assured.

Sizes of mills, 15, 25, 40, 50, 60, 75 and 100 barrels per day.

Write today for our free booklets—"The Story of a Wonderful Flour Mill" and "Milling Evidence." You will find them most interesting. Also let us tell you all about our easy terms of payment. Our free trial and guarantee. Our free service plan. Our Community Marvel Millers Association.

Writing obligates you in no way.

Anglo-American Mill Co.
435 Trust Bldg. Owensboro, Ky.



Feedstuffs

HARTMAN, COLO.—The offices of the Denver Alfalfa Milling & Products Co. have been removed from this place to Lamar, Colo.

ST. LOUIS, MO.—The Ralston Purina Co. has employed as purchasing agent J. H. Caldwell, who was for 16 years manager of the Kansas City Seed & Grain Co.

ST. JOSEPH, MO.—The Excello Feed Milling Co. has increased its capital stock from \$100,000 to \$200,000, divided into 2,000 shares of \$100 par value.

DULUTH, MINN.—The Board of Trade has changed the rates of commission effective June 1, to: Mill stuffs 50c per ton; ground feed 50c per ton; screenings 25c per ton.

KANSAS CITY, MO.—North Bros. have taken over the Haywood Alfalfa Warehouse Co.'s plant having a capacity of 15,000 tons of alfalfa meal, and an output of 6 tons per hour. Bryan Haywood will work with the Red Cross.

WE KNOW of no way to examine a food in the chemical laboratory and tell anything at all about its nutritive value. The only way to get this kind of information is to test our foodstuffs by carefully conducted feeding trials and let the animal answer our inquiry.—Dr. E. V. McCollom, chemist Johns Hopkins University.

OWING to unusual conditions prevailing this year in quality of corn there has already been exceptional damage due to heating of molasses feed mixtures; it seems therefore desirable that permission be given molasses feed manufacturers to increase air space at top of loaded cars to three feet; it is understood that this ruling does not affect in any way established railroad minimums; special permits are being issued now.—G. A. Chapman, of feedstuffs division of Food Administration.

MISBRANDING of cottonseed meal was the charge to which pleas of guilty were made by the Portland Oil Mill, Portland, Ark., and the Southern Cotton Oil Co., of Little Rock, Ark. Ten carloads of oats shipped by the International Grain Elevator Co. from Minneapolis, Minn., to Newport News, Va., were condemned as adulterated and misbranded. The Archer-Daniels Linseed Co. of Minneapolis, Minn., pleaded guilty to misbranding ground oil cake.

AT THE MEETING of the American Corn Millers Federation at Chicago May 27 a com'tee composed of C. Powell Smith, W. Wood Marshall, W. N. Adams, Geo. Booth and J. H. Genung, was appointed to correct errors in the specifications tentatively submitted by the Food Administration for hominy, grits, cream

Feedstuffs Movement in May.

Receipts and shipments of feedstuffs during May at the various markets, compared with May, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, lbs.	55,324,000	74,483,000	50,179,000	82,405,000
Cincinnati, tons	580			
Kansas City, tons	1,040	3,320	6,120	15,700
Peoria, tons	7,260	7,460	4,258	15,311
Minneapolis, tons	3,781	6,263	56,167	87,699
St. Louis, S. C. S.	95,600	122,410	37,270	67,330

meal, corn flour, standard meal, pearl meal, plain or bolted meal and old fashioned or water ground meal. Scott F. Evans, of the corn milling department of the Food Administration, cautioned the millers against putting out products which would not keep.

THE CARLOAD rule of the Food Administration was amended in an announcement by Herbert Hoover May 31, from which the following is taken: Rule 9. All carload shipments of the following commodities shall be made in car lots of not less than the amount prescribed below unless a different minimum is authorized by special written permission of the United States Food Administrator; provided, however, that when cars of lower carrying capacity are used the maximum load which the car will carry may be used without such permission: Cottonseed meal, cottonseed cake, peanut meal, peanut cake, linseed meal, linseed cake, 60,000 lbs.; cottonseed, car capacity; dried beans and peas, 60,000; feeding stuffs, 60,000. *Exception:* If a car will not hold 60,000 lbs., it shall be loaded to its full visible capacity. In loading molasses feeds in warm weather an air space not to exceed three feet from top row of sacks to roof of car at lowest point may be allowed to insure against heating of feed.

Eastern Federation of Feed Merchants.

The sessions of the Eastern Federation of Feed Merchants at Albany, N. Y., May 28 and 29 were well attended. Pres. Geo. H. Strong of Warwick, N. Y., pointed out the advantages of organization.

Sherman T. Edwards, of Chicago, pres. of the American Feed Manufacturers Ass'n, urged the importance of the farmers buying feed now for their next winter's needs.

H. A. Abbott, of the Albert Dickinson Co., Chicago, made it plain that the business interests of the feed retailer and the feed manufacturer can be promoted only by the closest co-operation between the two in protecting their trade.

Professor G. F. E. Story showed the relation between the costs of feed and of milk.

The law relative to feedingstuffs was explained by Geo. L. Flanders, of the law department of the New York State Dept. of Agriculture.

Sec'y F. C. Jones of Bullville, N. Y., reviewed the work of the past year and reported an increase in membership to 398.

The old officers were re-elected, as follows: Pres., Geo. H. Strong, Warwick; vice pres., H. O. Hale, Norwich; sec'y, F. C. Jones, Bullville; treas., F. T. Benjamin, Canastota. Directors, the foregoing and H. R. Wilbur, Jamestown; Reeve Harden, Hamburg; E. A. Dorland, Sandy Creek; E. C. Holmes, DeRuyter; W. C. Richards, Parish, and S. E. Pettit of Huntington, N. Y.

LICENSES of two grain inspectors, one at Kansas City, Mo., and one at Omaha, have been temporarily suspended by the Sec'y of Agriculture following complaints alleging misgrading of grain shipped in interstate commerce. Charges against three other inspectors at Kansas City, Kan., have also been filed, and are being investigated. The charges of misgrading are based upon findings in appeals taken to the Secretary, and other evidence, under the provisions of the United States Grain Standards Act, as to the grade of specific lots of wheat and shelled corn shipped from certain terminal elevators.

Seeds

NASHVILLE, TENN.—The Nashville Field Seed Co. is out of business.

BOTKINS, O.—We will install a new seed cleaner in our elvtr.—Botkins Grain Co.

MILWAUKEE, WIS.—The L. Teweles Seed Co. has increased its capital stock to \$500,000.

CASEY, ILL., June 7.—Clover extra good; timothy acreage short and not looking good; will not be much cut for seed.—Buxton & Appleby.

ST. JOSEPH, MO.—Prospects are poor for Kentucky bluegrass, but with dry weather it may come thru fine. The crop carried over is almost the smallest on record.—Mitchellhill Seed Co.

COLUMBUS, O., June 1.—Clover prospect reported at 104% compared with an average. Timothy prospect compared with an average yield estimated at 95%. Damaged by insects 2%. The alfalfa prospect is 96% of an average yield.—N. E. Shaw, sec'y Ohio Board of Agriculture.

LANSING, MICH., June 5.—The threshing season of 1917-18 closed with the following returns by threshermen up to June 1: Timothy seed, 10,168 bus. from 2,075 acres; June clover seed, 7,299 bus. from 7,971 acres; mammoth clover seed, 11,539 bus. from 5,419 acres; alsike clover seed, 17,217 bus. from 5,636 acres; buckwheat, 351,212 bus. from 38,829 acres; and white beans, 3,105,822 bus. from 426,303 acres.—Coleman C. Vaughan, sec'y of state.

WASHINGTON, D. C.—All dealers in seed whose stock at any time during the past year amounted to 500 pounds of vegetable seed or 5,000 pounds of field seed are required to report in the seed stocks survey to be made by the Bureau of Markets, United States Department of Agriculture, under date of July 1, 1918. Schedules will be mailed to dealers and growers on June 15, but it is pointed out that any person who does not receive a schedule by June 25 should apply for one either to Washington or to local offices of the Bureau of Markets. The Sec'y of Agriculture has set the time limit for the return of the schedules properly filled out for July 10, 1918.

"THE MODERN EQUIPMENT of a large seed house" is a brochure of 24 pages that could be perused with interest and profit by any seed dealer. Its 49 finely executed

Seed Movement for May.

Receipts and shipments of flaxseed, timothy, clover and other grasses to and from the principal markets during May, with comparative figures for May, 1918, were as follows:

	FLAXSEED.			
	Receipts.	Shipments.	Receipts.	Shipments.
	1918.	1917.	1918.	1917.
Chicago, bus.	17,000	290,000		
Duluth, bus.	168,922	515,559	225,297	1,251,592
Minneapolis, bus.	349,230	263,000	29,300	122,160
Kansas City, bus.	1,000			
Winnipeg, bus.	93,500	1,002,100		
TIMOTHY.				
Chicago, lbs.	1,250,000	2,442,000	147,000	2,285,000
CLOVER.				
Chicago, lbs.	298,000	393,000	246,000	583,000
*New York, bags	696		353	
OTHER GRASS SEED.				
Chicago, lbs.	1,106,000	1,981,000	475,000	1,210,000

*Includes timothy and alfalfa.

half-tone engravings fully illustrate what it means to be "Equipped for Service" in the distribution of grain, forage, vegetable and flower seed to buyers of car lots and to the smallest retailers and users. The completeness of the new plant of Northrup, King & Co. at Minneapolis, Minn., may be understood when we consider that the air breathed by the 400 employees is washed and purified, and that the seed corn warehouse alone measures 302 by 74 feet. Ground has been broken for the construction of additional field seed storage tanks of over 50,000 bus. capacity and another warehouse will be finished this summer.

From the Seed Trade.

TOLEDO, O.—October clover broke thru the \$14 mark, declining to \$13.80 on rather consistent selling. Found good demand waiting for the break. Buyers on the break regard it as investment under these conditions despite the fancy crop conditions. The 1918 clover crop is "on its own" as the English say; it hasn't any reserves to back it up. Any casualties in the crop would have unusual effect for this reason. Crop reports are wonderful. Pennsylvania correspondent says he's never seen any finer looking fields of grass in eastern part of that state, especially clover. The growth is rank. Large hay yield is looked for. This is a fair sample of reports generally. Central states present a remarkable picture of clover progress. But clover seed is made in late fall and not in early summer. Easy to sell into a pocket under present conditions, especially when seed has such large support in the way of investment demand.—Southworth & Co.

NEW ORLEANS, LA., June 3.—While it is a little early to give a thoro report on

lespedeza clover, it appears to be in the very best condition and promises large crop, but no definite information can be given until about November. The Louisiana grown oats has a good crop and the quality is fine. Our Louisiana grown creole onion seed is looking very poorly and do not think that there will be more than from $\frac{1}{2}$ to $\frac{3}{4}$ crop. General crop condition, however, is not very good from reports gotten from abroad and in California.—J. Steckler Seed Co.

LAWRENCE, KAN., June 7.—Clover, timothy, alsike and Kentucky blue grass are grown in Kansas only in limited quantities and hardly any of the seed is saved; but of alfalfa, we have very large acreages, and as a rule Kansas has more alfalfa seed than any other state. The first crop however, is nearly always cut for hay and this is being done now. The second and third crop is generally used for seed and it depends entirely upon the weather, whether the farmers will save for seed or cut for hay again. The market in late sowing seeds has been very poor for some time. There are fair stocks of millet, cane, feterita, and kafir corn, carried by most all the seed houses but the sales have been slow. It may be after wheat harvest or later on some of this seed will move yet.—The Barteldes Seed Co.

TORONTO, CAN., May 27.—Our investigation of the coming crops of seeds of such as red clover, timothy, alsike, alfalfa and blue grass have been very thoro during the last few days. We have been in Western Ontario, and Northern Ontario, where these crops are the most cultivated, also in the Eastern part of Ontario to a certain extent. We find that red clover is better than last year in ap-

pearance. Indications point to a considerably better showing for the coming seed crop, and this is the case in most localities. Timothy is alright and looks well; alsike acreage is larger than last year and a good start is evident from the appearance of the crop generally speaking. Alfalfa clover is of no importance to speak of. Very little raised for seed; blue grass is looking good and whilst there is not quite as much acreage as last year, owing to the good turn out of timothy, there is still a fair showing of a good quantity of seed being calculated on.—J. A. Simmers, Limited.

Tri-State Shippers to Meet.

The Tri-State Country Grain Shippers Ass'n will meet in the assembly room of the court house at Minneapolis, Minn., July 9, 10 and 11.

The program includes an address by Pres. A. E. Anderson, of Cottonwood, Minn.; "War Time Co-operation," by A. D. Wilson, food administrator of Minnesota; "Dust Explosions," by C. H. Bailey, U. S. Buro of Chemistry; "Grain Standards," by Chas. J. Brand, U. S. Buro of Markets; "Importance of all Branches of the Grain Trade," by C. A. Magnuson, pres. Minneapolis Chamber of Commerce; "Rules and Regulations Pertaining to Elevators," by F. L. Carey, zone agent, Minneapolis; "Handling of 1918 Crop," by Julius H. Barnes, pres. U. S. F. A. Grain Corporation, New York; "Fuel Administration," H. L. Laird, Minneapolis; "Flour and Feed Handling," by A. C. Loring, Minneapolis; "What the Grain Trade is Doing to Win the War," by Chas. Quinn, sec'y G. D. N. A., Toledo, O.

HESS GRAIN DRIERS

Continuous and batch discharge
Ten sizes—all capacities
Dry anything granular
New Booklet ready.

HESS WARMING & VENTILATING CO.
907 Tacoma Bldg., Chicago, Ill.

For steam heat only (see Fuel Administration's ruling on fire heated driers)

Supreme Court Decisions

Landlord's Lien.—A landlord who files a claim against a bankrupt tenant does not thereby lose his right to proceed in conversion against a purchaser of property on which he had a landlord's lien.—*Boles v. Missouri Valley Elevator Co.* Supreme Court of Iowa. 166 N. W. 1057.

Bs/L Not Necessary to Suit.—In a suit by an assignee on a written contract for the sale of goods made up of separate items of shipments, it was unnecessary to attach copies of the Bs/L of such shipments to the declaration; they constituting merely evidence of performance of the written contract sued on.—*Panola County Bank v. J. O. Nessen Lumber Co.* Supreme Court of Mississippi. 78 South 516.

Transfer of B/L.—When a B/L in favor of the drawer is by him indorsed to a bank with draft attached, and the draft paid to the drawer by the bank, such transaction has the effect to transfer the legal title of the property called for in the B/L to the bank.—*Marsh Milling & Grain Co. v. Guaranty State Bank.* Supreme Court of Oklahoma. 171 Pac. 1122.

Warehousemen.—Under General Business Law (Consol. Laws, C. 20) § 107, making a warehouseman liable for loss of or injury to goods caused by failure to exercise reasonable care, a warehouseman, which operated an ordinary warehouse, not a cold-storage one, was not an insurer of the sound condition of turnips stored with it against the effects of cold weather.—*Carr v. West Side Warehouse Co.* Supreme Court of New York. 169 N. Y. Supp. 564.

Connecting Carriers.—In an action against the terminal carrier for damages to a shipment, the presumption is that it received the goods in as good condition as they were in when delivered to the initial carrier, and that the damaged conditions resulted from its negligence, and it has the burden of proof to show that the damage was caused by the negligence of a preceding carrier.—*E. H. Emery & Co. v. Wabash R. Co.* Supreme Court of Iowa. 166 N. W. 600.

Error in Message.—Where plaintiff wired a factor asking whether he could sell potatoes at 81 cents, and he replied, "Can sell at 81, competitors offering at 75," intending to say "Can't sell at 81," and the potatoes were shipped and sold at less than 81 cents, plaintiff could recover the difference in balance due, after deduction of proper commission, between the price of 81 cents and the actual selling price.—*Tyson v. Jennings Produce Co.* Court of Appeals of Alabama. 77 South 986.

F. O. B. and Payment.—The term "free on board," or "f. o. b." is one generally understood and recognized by shippers to mean delivery of the goods without charge for drayage or other expenses previous to the loading, and has nothing to do with the fixing of the time or place of payment of the agreed purchase price, and does not bind the purchaser to pay at the place of shipment, but merely binds him to accept the property delivered on board the cars at that point.—*Cuero Cotton Oil & Mfg. Co. v. Feeders Supply Co.* Court of Civil Appeals of Texas. 203 S. W. 79.

Connecting Carriers.—The words "required to pay," as used in Carmack Amendment (Act. Feb. 4, 1887, C. 104, § 20, 24 Stat. 386, as amended by Act. June 29, 1906, c. 3591, § 7, par. 12, 34 Stat. 595 [U. S. Comp. St. 1916 § 8604aa]), authorizing recovery by the initial carrier against the connecting carrier of damages it may be required to pay the shipper for loss or injury occurring on the line of the connecting carrier, mean asked to pay, or asked of right and by authority of law to pay and do not require as a condition precedent to recovery that it shall have actually paid

a judgment recovered against it by the shipper.—*Frisco v. First Nat. Bk. of Elk City.* Supreme Court of Oklahoma. 171 Pac. 467.

Warranty of Belt.—If there was a failure of warranty on the part of the seller of an endless power belt in respect to the length of service the belt would give or its fitness and merchantable quality, the buyer should have rejected and returned, or offered to return, the belt within a reasonable time after it discovered the condition, otherwise the implied warranty was terminated by the acceptance, and, where the buyer failed to return, in the seller's action it cannot repudiate the contract after having had valuable and continued use of the belt with knowledge of its objectionable condition.—*Lumbermen's Supply Co. v. Poplarville Sawmill Co.* Supreme Court of Mississippi. 78 South 157.

Fraudulent Bs/L.—A common carrier is not bound by a B/L issued by its agent, unless the goods were actually received for shipment, and is not estopped by the B/L from showing by parol that no goods were in fact received, altho the bill has been transferred to a bona fide holder for value. The Bs/L were issued thru the local freight office of the Seaboard Air Line at Raleigh, N. C., altho no goods were loaded by the Raleigh Grain & Milling Co., which attached the Bs/L to drafts and obtained \$5.091 thereon at the bank. Consignees refused to pay the drafts as no goods had been received.—*Commercial Nat. Bank v. Seaboard Air Line Ry.* Supreme Court of North Carolina. 95 S. E. 777.

Broker Trading on Own Account and for Others.—Where defendant broker, trading for plaintiff on discretionary account, was trading on like account for others, and was also trading for himself on the exchange, there existing a relation of the most delicate character, which, however, was not unlawful; plaintiff knowing all material facts. Where plaintiff knew that defendant broker was trading for himself and other customers, as well as for plaintiff on discretionary account, he was chargeable with knowledge that the broker was afforded an opportunity to defraud him, and there is no presumption of fraud, and the burden of proof is not on the broker to show honesty of transactions.—*Cohen v. Rothschild.* Supreme Court of New York. 169 N. Y. Supp. 659.

Consignor Liable for Freight.—In a suit brought by a railway company against the consignors, Kinney & Allen, and the consignee, William H. Queenan, it was shown that 36 carloads of hay were shipped by the consignors, Kinney & Allen, from Newport, Neb., to South Omaha, f. o. b., the shipment being made under the tariff regulations of the Nebraska Railway Commission, and it being shown that the hay was delivered to the Union Stockyards Co. at the place of destination on Queenan's order and without collecting the freight charges, and that Queenan had become insolvent. Held, that, as shippers, Kinney & Allen were liable for the legal freight charges with Queenan, and that they had not been released.—*C. & N. W. Ry. Co. v. Queenan.* Supreme Court of Nebraska. 167 N. W. 410.

FERTILIZERS for wheat seeding next autumn should be ordered now for shipment in advance to enable the manufacturers to bunch orders and make full capacity cars. C. B. Phelps, of the car service section of the federal railroad administration, urges that practically every car of fertilizer should go out loaded to capacity, plus 10 per cent.

COAL is not commercially produced until it is loaded into railroad cars at the tippie. The United States Fuel Administration is, therefore, unwilling to approve of the opening of new mines, even when labor is abundant, if it appears to the United States Railroad Administration impossible or inexpedient to furnish the necessary railroad facilities.—*Fuel Administration.*

Relieved of Responsibility by Taking Over of Contract.

The Arbitration Com'te of the Texas Grain Dealers Ass'n, composed of R. I. Merrill, W. W. Early and A. B. Cowan, decided in favor of defendant El Paso Grain & Milling Co., and against the Pittman & Harrison Co., of Sherman, Tex., plaintiff, holding that defendant was relieved of responsibility when the contract was taken over.

On Nov. 11, 1916, the plaintiff thru Thompson & Finley as brokers, purchased from the defendant a contract for 50,000 bus. of oats as evidenced by the confirmation of the plaintiff to Thompson & Finley, as follows: "This confirms purchase from you by 'phone of 50,000 bus. of No. 3 or better Texas red oats, 160-lb. sacks, at 61c per bushel f. o. b. Texas common shipping points sacked in even weight sacks, subject same terms contained Smith Milling Co. contract with Globe Mill Co. on same lot of oats," and by the confirmation of Thompson & Finley to Pittman & Harrison Co. as follows: "We confirm sale today of 50,000 bus. of No. 3 or better red oats at 61c per bushel oats f. o. b. Sherman, Texas." Remarks:—"Being same oats owned by G. B. R. Smith and sold to Globe Mills, it being understood that you accept the contract and conditions now existing between G. B. R. Smith and Globe Mills."

In addition to these confirmations Mr. Thompson testified that it was thoroughly understood between he and Mr. Benzel in the 'phone conversation when the transaction was consummated that the plaintiff was to take the place of the El Paso Milling & Grain Co., or in other words they were buying the contract the Globe Mills had with the G. B. R. Smith Milling Co.

The claim of the plaintiff is for off grade, freight differences and commission in reselling the oats, and they contend that they bought the oats from the defendant, hence the defendant is liable to them for the amount of the claim.

The defendant claims that they sold the plaintiff the contract and that the plaintiff accepted all the conditions and the performance of the contract to be fulfilled and complied with by the G. B. R. Smith Milling Co., hence they are not liable for any claim resulting from the shipment of the oats.

From the testimony submitted the Com'te is of the opinion that the plaintiff bought the contract which the defendant had with the G. B. R. Smith Milling Co., and that the plaintiff has no claim against the defendant on account of the shipment of the oats having bought the contract.

Therefore we hold that the defendant owes the plaintiff nothing on this transaction, and the sec'y is instructed to return the defendant its deposit fee in this case.

THE ARGENTINE corn crop is estimated by that government as 4,335,000 tons, of which 2,500,000 tons can be exported, according to a cable message May 30 from American Ambassador Stinson at Buenos Aires.

PROFESSOR LEFROY's suggestions for dealing with weevil in wheat are being acted upon in their entirety by the government of South Australia. Professor Lefroy had purchased three cleaning machines, and the Wheat Board was negotiating for two more.

Elevator Casualties.

I. C. Fox, a laborer employed by the Watonga Grain Co., Watonga, Okla., was injured Apr. 9 while lowering concrete forms in pit, when a projecting nail caught his finger.

CHARLES STEVENS, employed as errand boy by the Kelso Grain Co., Cherokee, Kan., was injured May 8 by stepping on a nail that was in a strip lying on the front porch where a workman was repairing screens.

FRED H. DENNIS, employed in the elevator of the G. C. Otter Grain Co. at Decatur, Ill., was injured May 22. He had started out to unlace a belt and when returning on the walkway it gave way, letting him fall 22 ft. to the floor below, causing bad bruises.

Supply Trade

DECATUR, ILL.—Miller-Holbrook Engineering Co., Inc., is the new name of the firm formerly doing business as Miller & Holbrook.

MINNEAPOLIS, MINN.—In order to obtain more commodious quarters we have moved to the third floor of the Corn Exchange.—D. F. Hoag & Co.

ST. LOUIS, MO.—Walter A. Zelnicker Supply Co. now has its bulletin No. 237 ready for distribution. It will be sent to Journal readers who write requesting it.

ADVERTISING is a tremendous force which in action contradicts all mechanical laws. The circumference and speed and working power increase, while the motor remains the same.—Seymour Eaton.

YOUR advertising is not a thing apart from your enterprise. It is your enterprise; a contagion which you yourself create and which, if thoroly spread, is as enduring as the everlasting hills.—Chicago Tribune.

DURING the nine months ending March 30, imports of burlap amounted to 360,000,000 pounds, valued at nearly \$45,000,000. Altho this was more burlap in weight than that imported in the preceding nine months, the valuation was \$10,000,000 less.

CHICAGO, ILL.—The 11th annual meeting and war service convention of the National Gas Engine Ass'n was held in this city on June 3 and 4. The effect of the war on gas engine production was the big question in the minds of those in attendance. The program reflected the attitude of the convention for talks were made on the labor situation, coal supplies and the conservation of motor fuels.

SCHENECTADY, N. Y.—The illuminating engineers of the Edison Lamp Works of the General Electric Co. have prepared Bulletin No. 43410 containing the latest information as to the correct methods of lighting industrial plants. The bulletin is well illustrated, showing various lighting schemes most suitable for industrial purposes. Journal readers who are interested in better lighting should send for this bulletin.

NEW YORK, N. Y.—Torsion Balance Co., catalog No. 34, which is now ready for distribution, illustrates and describes in a thoro manner the different scales manufactured by the company. Journal readers will be particularly interested in the Torsion Corn and Seed Testing Balances, which have gained wide popularity among grain and seed men. This catalog will be sent to Journal readers who write requesting it.

WASHINGTON, D. C.—In a recent letter to Senator Calder the Secretary of the Treasury wrote: "The attitude of the Treasury Department has been that capital which is needed during the period of the war should not be employed in the construction of unnecessary buildings at this time. But there has never been any suggestion that buildings actually needed for the health and protection of the civil population or for the conduct of essential business of the country should not be constructed during the period of the war. I hope that you will correct your erroneous statement by the inclusion of this letter in the proceedings of the Senate."

PASSAIC, N. J.—Every shipper of grain should send for the literature descriptive of the new Richardson Self-Compensating Type Registering Automatic Grain Scale. The Richardson Scale Co. manufacturers of this scale claim that it is the only scale made that automatically weighs all the load; the one scale that is always accurate on each and every load under all conditions. It would be well for Journal readers to send for this literature and learn more about this scale.

CHICAGO, ILL.—The Hess book for 1918 should be read by anyone desiring the most up-to-date information on grain drying. Its 48 pages give reliable detailed information on the working of the Hess Pneumatic System of Drying, and beautifully executed halftone engravings actually give the reader a clearer conception of the machine and each part than is obtainable by a visit and inspection at a drier in operation. Five pages tell about the Hess Out-door Grain Conditioner, that so many country grain shippers have found to be a profitable investment. Copies of this handsomely printed catalog will be sent to readers of the Journal on application to the Hess Warming & Ventilating Co.

THE WAR TRADE BOARD announces that, until further notice, individual export licenses will not be required to send newspapers, magazines and other periodically issued printed matter, including advertising circulars; also books and other printed matter intended for the personal use of the consignee, by mail to foreign countries. A special export license, "R. A. C. 53," covering all such exportations, has been issued thru the Post Office Department, and persons mailing parcels containing printed matter as named above, need not apply for an individual export license. If the shipment is in conformity with the postal laws and regulations and the package bears on the wrapper plainly marked, the license number, "R. A. C. 53," and the names and addresses of the consignor and consignee, the package will be accepted for mailing by the post office.

Protective Paint for Elevators.

The iron siding and roofing of grain elevators, particularly the large elevators in railroad yards where locomotive engines are emitting corrosive sulphuric fumes, need a protective coating such as Dixon's silicate-graphite paint. Records of service of this paint run all the way from 5 to 15 years and even longer, due to the fact that regardless of higher costs the Dixon Co. persists in using only pure linseed oil and the highest quality of pigment.

The resistance of this paint to iron rust has made it a favorite in the tropics. Readers of the Journal who have had trouble with paint will be sent illustrated and instructive literature on application to the Joseph Dixon Crucible Co.

WHEN ELMER LOWE, a farmer near Western, Nebr., refused to put a crop in his eighty-acre field, the State Council of Defense brought insanity charges against him. If he is found to be sane Lowe will be prosecuted under the Sedition Law.

WE NOTE an article in the Journal May 25 by O. L. Barr Grain Co. that with the car situation as it is it will be only a few days until "We will be full." Indiana went dry last April and we don't see why they should get "full" over the car situation.—J. G. Bauer, mgr., Nickel Grain Co., Valparaiso, Ind.

Read the

Rosenbaum REVIEW

an ad-less magazine of eight pages, more or less, published weekly, by a big grain firm which renders proficient service whether the orders are large or small.

Consignments handled promptly and satisfactorily.

The ROSENBAUM REVIEW is an authority recognized by economists and merchants of grain.

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CLARK'S GRAIN TABLES FOR WAGON LOADS (Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 31½ cents in ½ cent rises.

Order Form 4090 WL. Price 60 cents.

GRAIN DEALERS JOURNAL
305 S. La Salle Street Chicago, Ill.

I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

Grain Dealers Journal
Want Ad.

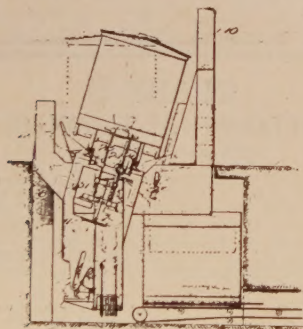
Patents Granted

1,264,601. Conveyor. Geo. Bernert, Milwaukee, Wis. The pneumatic conveyor is equipped with a casing containing a fan. From the casing extends a trunk communicating with a conveyor drum. Means are provided for returning grain dropped in the fan casing to the conveyor drum.

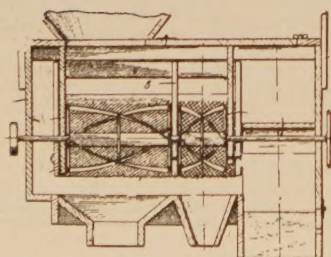
1,264,859. Car Unloader. Henry Richardson, Passaic, N. J. The car is carried on a cradle tiltable about a central transverse axis. A car platform is supported by the cradle for participation in the tilting movement. Adjacent to one side of the platform is an unloading hopper supported by the cradle, the car discharging its contents into the hopper.

1,265,687. Separator and Grader. Earl G. and Ralph H. Linkhart, North Vernon, Ind. The machine comprises a casing containing a frame having a partition. On one side of the partition is a fine screen and on the other side is a coarse screen. Reels are journaled for rotation at the opposite sides of the partition, and a blast of air is discharged transversely thru the coarse screen at a point beyond the end of the fine screen, and a blast of air also is discharged thru the casing beyond the edge of the coarse screen. The partition has an opening at its lower edge. Beyond the ends of the frame are two chutes communicating, and the material discharged thru the opening at the end of the frame is subjected to a blast of air.

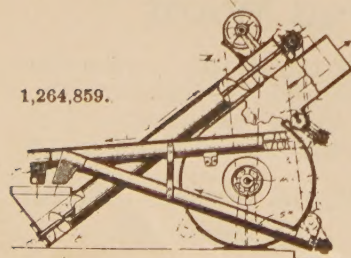
1,265,700. Process of Treating Wheat and Other Grains. Arnold C. Von Hagen, Kansas City, Mo. This is the process first ex-



1,264,601.



1,265,687.



1,264,859.

ploited secretly many years ago by Mr. Von Hagen, who operated a large mill in the interior of Minnesota, and is a treatment for smut. The process consists in mixing and coating the wheat kernels with calcium hydroxide (lime) to neutralize the acidity of the grain, and simultaneously treating the grain with calcium hypochlorite (bleaching powder) maintaining the grain during treatment in a moist but unsaturated condition, the effect being to release chlorine gas from the bleaching powder to combine with the organic substances on the surface of the grain, thereby exerting a germicidal action.

Penalizing Citizens for Living Far From Publication Centers.

In the United States the government charges one cent a pound for carrying newspapers, magazines and other second-class mail matter.

Congress complains that the charge is too small, that government is subsidizing newspapers.

It is folly to talk of subsidizing the newspaper. If you subsidize anybody you subsidize the man or the woman subscribing to the newspaper or the magazine, and anxious to receive it, at a reasonable charge for carrying it.

You know, of course, that whatever you add to the charge of the postoffice will be added to the cost of the publication.

What does Canada do, raise the price for carrying printed matter, magazines and newspapers, two, three, four, five and ten cents a pound, as it is proposed to do in the United States?

No. You can mail a magazine or a newspaper in Canada TO ANY PART OF THE BRITISH EMPIRE and the charge is one-quarter of a cent a pound.

A British subject in Montreal can publish a magazine and mail it to another British subject in South Africa, and the wise British government, which understands the importance of keeping its people closely united and interested in each other, will carry that magazine from Montreal, or from British Columbia, or from that part of Great Britain nearest to the North Pole, all the way to the Cape of Good Hope in Africa FOR ONE-QUARTER OF A CENT A POUND.

The government charges for second-class matter within the United States four times as much as the government of Great Britain charges to carry the same matter from Canada to South Africa.

Isn't the American price high enough? Would it not be wise to keep the people of the United States closely united, through cheap letter postage, through cheap newspaper and magazine postage? —Washington Times.

Books Received

GRAIN DUST EXPLOSIONS: An investigation in the experimental attrition mill at the Pennsylvania State College, is a most interesting contribution to our knowledge of the artificial conditions that are requisite for the explosion of the products usually found in mills and elevators when mixed with air. Records are given of the results of each experiment that should be useful to students of these phenomena. By B. W. Dedrick, instructor in milling engineering, and R. B. Fehr, ass't professor of mechanical engineering, the Pennsylvania State College, in collaboration with David J. Price, engineer in charge grain dust explosion investigations, Bureau of Chemistry, Dept. of Agriculture. Bulletin No. 681, U. S. Dept. of Agriculture, illustrated; 54 pages.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants,

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal
315 So. La Salle St. Chicago, Ill.

The GRAIN DEALERS' JOURNAL.

Insurance Notes.

Omaha, Nebr.—C. H. Brasee, inspector for the Grain Dealers Fire Ins. Co., has enlisted in the navy.

A BRANCH OFFICE of the Millers Mutual Casualty Ins. Co., has been established in the Grand Avenue Temple Bldg. at Kansas City, Mo., in charge of Andrew Anderson, to handle claims in Western Missouri, Kansas, Oklahoma and Texas. Mr. Anderson has been the company's attorney at the Chicago office.

CHILDREN are naturally interested in fire; can they also be interested in fire prevention? The United States Bureau of Education believes that they can, and to this end is sending to state and county superintendents and to local boards of education throughout the nation copies of a 91-page illustrated manual upon the subject that has just been prepared by The National Board of Fire Underwriters, with the suggestion that it be made a regular text book for use in the first half of the seventh grade work.

TERMINAL ELEVATOR insurance coverage is making rapid progress, favorable responses coming in from over all the country to Geo. H. Batchelder, chairman of the com'te. Thirty mutuals and over 200 stock fire insurance companies will participate by each indicating what line it can carry on each elevator, the companies in the aggregate being able to carry any single risk. The largest line is on the grain which may be stored in the Peavey Elevator at Duluth, \$8,200,000, the Calumet Terminal of the C. & N-W. Ry. at Chicago being next with \$7,700,000, and the Great Northern Elevator "S" at Superior third with \$6,200,000. Several other houses may require \$4,000,000 to \$6,000,000 each. The list submitted to the companies includes 140 terminal elevators, most of them included in the membership of the Terminal Elevator Men's Ass'n. The various companies and their local agents will handle the business in the usual way, except that the final accounting of loss payments will be made thru the pool, the individual company writing the line paying any loss accruing under its policies. The operations of the pool will be looked after by J. W. Cochran, western manager of the Fire Ass'n of Philadelphia.

THE GRAIN DEALERS NATIONAL INSURANCE COMPANY, the Millers National, the Michigan Millers Mutual, the Ohio Millers Mutual and the Mill Owners Mutual of Des Moines have taken offices in the Ford Bldg., Great Falls, Mont., for a Montana branch office. They have a large and growing insurance business in the state among the grain dealers and are prompted by a desire to bring their services closer to them. This is also a further recognition of the growing importance Montana is assuming as a grain producing and milling section. C. A. Stephens will be in charge of the branch office and Ed F. Holloran will be associated with him—H. N. Stockett, sec'y Northwestern Grain Dealers Ass'n.

The Little Matter of Rebuilding.

The first, the chief, the most important thing to take into consideration with regard to your elevator is that a fire therein will in some degree give a setback to the task of whipping Germany. Whipped, of course, she will be and whipped to a fare ye well before we get through with her; but every time we waste a bushel of grain, an hour's labor, the military forces of the nation must wait for us.

We can imagine what it means to those who plan for weeks and then have their plans kicked in the head for want of sup-

plies that went up in smoke because of someone's carelessness. That man is not a patriot who cannot see the matter in this light.

But let's look at it from a purely selfish standpoint. With the crop about to move, a fire will put you out of business, and it may keep you out of business for the balance of the year. You may be able to get your house replaced and get your share of the business; but the chances are all against you.

Don't have a fire; it will be very inconvenient.—Our Paper.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President

G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

What will a fire mean to YOU?

We are in for a heavy crop according to all reports. Of course, you will want to handle your share; but if you have a fire, then what? You will be held up for at least two months, and with the present condition of the labor and material market, the chances are that you will be put out of business for the season.

A fire will be a very inconvenient thing to have this year.

C. R. McCotter
Western Manager
Omaha, Neb.



C. A. McCotter
Secretary
Indianapolis, Ind.

A fire from any cause will be a calamity; A careless fire will be a crime.

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM
Ask about the "TRI-STATE PLAN" for short term grain insurance

E. H. MORELAND, Secretary

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

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OHIO MILLERS MUTUAL FIRE INSURANCE CO.
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PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for——Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for——Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.00 per copy

GRAIN DEALERS JOURNAL
315 South La Salle St. Chicago, Ill.

SHIPPERS' RECORD BOOK No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2000 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$2.00. Address

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ELLIS DRIERS

Correctness of principle coupled with efficient general design has given the ELLIS DRIER the enviable reputation of being the most powerful and practical drier of the century.

Grain Driers Meal Driers Oat Purifiers

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Postal Telegraph Building
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The Foremost Line of
Elevating, Conveying and Transmission Machinery in America



Weller Cold Rolled Screw Conveyor
possesses strength and wearing qualities that cannot possibly be obtained by any other method of manufacture.

Elevator
Heads,
Boots,
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All
Kinds
and
Styles

Most modern mills use WELER MADE Machinery, many being equipped throughout.

WE SPECIALIZE ON MACHINERY FOR

ELEVATORS and MILLS

SEND US YOUR SPECIFICATIONS

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New York Baltimore Birmingham Salt Lake City
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YOU'VE played crack-the-whip — everyone has. You couldn't run fast enough so they put you at the foot. You gathered up the dust, and were rewarded by a good sound thrashing for it. You didn't know centrifugal force did it, but you know it now.

Day Dust Collector

works by centrifugal force — the only scientific principle for separating water and steam, or dust and air. No other like it — it works perfectly. Send your next order for a dust collector to us and become one of our satisfied customers.

The Day Company
Minneapolis, Minn.